

# CHARLESTON WRECKED

## a Reef Off the Coast of North Luzon.

ON BOARD WERE SAVED

Accident Occurred While Patrolling the Coast a Week Ago—Had Been One Hour in Philippine Waters.

Manila, Nov. 15.—The United States steamer Charleston, which has been patrolling the northern coast of Luzon, was wrecked on a reef off the north coast Tuesday, November 7. The crew and passengers on board were saved.

Manila, Nov. 15.—The Charleston was wrecked on a hidden reef with 85 fathoms of water on both sides. She worked her machinery for days and nights in trying to get out, but a typhoon arising, the crew was compelled to take to the boats on a small island five miles away.

The natives are friendly. Lieutenant McDonald and a number of others put off in a small boat and reached the Calla, which brought them to Manila.

The ship's boat Helena has been dispatched to bring away the crew. Lieutenant McDonald describes the wreck as follows: "We were last seen by the Calla, and fast aground, with her bottom stove, and well out of the water."

### The Cruiser and Her Men.

Washington, Nov. 15.—The Charleston has been in Asiatic waters more than a year. She was one of the first to be sent to Manila after the destruction of the Spanish fleet by Admiral Dewey, the navy department assigning her for the purpose of sending ammunition and other supplies for the station. Just previous to her assignment to that duty she had undergone an overhauling at the Mare Island yard, San Francisco, and there was in prime condition for her return to Manila. The Charleston is one of the best of her class which is commonly referred to as the new navy.

### SCATTERING THE REBELS.

Manila, Nov. 15.—General Young is supposed to have reached San Nicholas, about 30 miles east of Dagupan, but his forces are far behind. Colonel Hayes has captured Aguinaldo's secretary, and Major Coleman is in Carrangian with an escort of 175 bolomen, on his way to the province of Nueva Vizcaya. A son of General Llaneras and his family are prisoners. The general has escaped.

A correspondent of the press with General Young telegraphs from San Nicholas that Aguinaldo did not escape to the northwest. He and his army, the correspondent adds, are surrounded. His last orders to the Filipino commander at San Jose were to hold San Jose and Carrangian at all costs.

The recent encounters were too one-sided to be called fights. The insurgents are mortally afraid of the Americans, however, strong their position. They make but brief and feeble resistance, and run when the terrible American yell reaches their ears, whereupon the Americans pursue them and slay them.

The moral effect of the news that 60,000 troops are on their way here has been unquestionably great. Insurgents are suffering more from disease than from the Americans, owing to poor food, lack of medicines, and filthy hospitals, with the result that there is great mortality among them.

General Lawton has intercepted a telegram from an insurgent captain to a Filipino general, reading: "How can you blame me for retreating when only 12 of my company were able to fight?"

### CHANGES IN THE SENATE.

Effect of the Recent State Elections—Two Seats Unchanged.

Washington, Nov. 15.—But four of the present state legislatures will choose United States senators. In Kentucky, a successor to Senator Lindsay, probably Blackburn, will be chosen, Blackburn controlling the legislature. In Virginia, Martin, having control of the legislature, will be returned. In Iowa, Gear will be returned, and the Mississippi legislature will elect McLaurin to succeed Sullivan. This will leave two seats unchanged, replace a Democrat in Kentucky by a silver Democrat, and in Mississippi a silver man will succeed one of his own party.

The holdovers elected this fall who will vote for United States senators are in New Jersey and Maryland. The members of the New Jersey legislature, just elected, are almost universally for Sewell, and he will probably be returned, while in Maryland the holdovers are anti-Wellington men, and will probably support their newly elected governor, Smith, for the senate in case Governor withdraws, as he promised to do.

There are holdovers in other states that will vote for United States senators, but they were not affected by the recent elections.

### TRANS-PACIFIC CABLE.

The Route Crosses Deep Abysses and High Mountains.

New York, Nov. 13.—A special to the Tribune from Washington says: Rear-Admiral Bradford has completed the official survey for a trans-Pacific submarine cable between San Francisco and Manila in time to supply congress with all the essential information at the opening of the next session that will permit intelligent consideration of the subject and prompt action for the inauguration of the great work.

All doubt has been removed regarding the practicability of the enterprise by the adoption of Honolulu, Midway and Guam as relay stations on the long line, and by the discoveries made from the naval-survey ship Nero, as to the character of the ocean bed between these points. The sounding instruments of this ship disclosed an abyss in the Western Pacific over five miles deep, but a slight divergence from a straight line fortunately developed a route avoiding this insuperable obstacle to laying a working cable. At another point, on the same stretch between Midway and Guam, a submerged mountain over 12,000 feet in height was discovered, and a reasonably level road around this was found.

The physical practicability of the line now having been assured beyond doubt, it only remains for congress to weigh the military necessities and commercial advantages to accrue from the construction and operation of the system. It was represented to congress at its last session that the revenue to be expected from the Pacific cable would not attract private capital unless it had a connection with Australia, Japan and China, as well as with San Francisco, Honolulu and Manila.

For that reason it was deemed indispensable that the United States should own Strong Island, in the Caroline group, or a cable landing there to insure the working of a loop to Australia. The absence of this may deter any corporation from undertaking the operation of a cable across the Pacific without a heavy subsidy.

### LANDED UNDER FIRE.

How Wheaton's Army Disembarked at San Fabian.

Manila, Nov. 13.—The landing of the American troops at San Fabian Tuesday was the most spectacular affair of its kind since General Shafter's disembarkation at Daiquiri. The co-operation of the troops and the navy was complete. The gunboats maintained a terrific bombardment for an hour while the troops rushed waist deep through the surf under a heavy but badly aimed rifle fire from the insurgent trenches and charged right and left, pouring volley after volley at the fleeing rebels. Forty Filipinos were captured, mostly non-commissioned officers. Several insurgent dead and five wounded were found in a building which had suffered from the bombardment. The town was well fortified. The sand dunes were riveted with bamboo 20 feet thick, which afforded a fine cover.

### The Cotton Crop.

Washington, Nov. 13.—The monthly report of the statistician of the department of agriculture will state that the most thorough investigation of the cotton situation that has been made since 1895 has just been completed. Special agents from the Washington office have visited all the principal states in the cotton belt, investigating both acreage and production. Pending the receipt of final reports as to picking, due December 1, no detailed statement will be issued, but the statistician states that on the basis of the highest estimate of the area under cultivation for which the department can find any warrant, 23,500,000 acres, the crop cannot exceed 9,500,000 bales. This estimate is based on the most complete and trustworthy information.

### Swept by a Hurricane.

Kingston, Jamaica, Nov. 13.—Communication with the eastern parts of the island, particularly the section beyond the line from Morant bay to Port Antonio, has been interrupted since yesterday. This evening, however, it is being partially re-established, and advices from various points say the heavy weather culminated in a tremendous hurricane, which, during the night, completely razed the banana parishes. Portland, St. Thomas and Morant bay are reported severely damaged. Details are anxiously awaited.

### Transport Buffalo Refitted.

New York, Nov. 13.—The transport Buffalo will be ready for the service of carrying supplies to the Philippines next Sunday. In the last three months she has been thoroughly refitted, both without and within. The Buffalo is expected to go into commission on November 15, but it is feared that it will be impossible to have her in readiness then.

### Coalminers' Strike.

Chicago, Nov. 13.—The record today says: The situation in the coal-mining fields in the southern and western sections of Illinois has taken a serious turn, and it is said that many of the mines may be tied up within the next 48 hours as a result of the continued action of operators in sending coal to points west and southwest where the miners are on strike.

### AMONG THE MINES.

Large Copper Discovery Reported From the Tanana.

The discovery of large veins of copper ore is reported from the Tanana by Martin Bray. The district is 250 miles southwest of Dawson, and the inland trip with pack animals requires twenty days. Mr. Bray says great quantities of copper were found and his party brought to Dawson a number of specimens for assay. The district, named Henley, was organized and a recorder elected in 1898. It was named after one of the chief owners in the North American Trading & Transportation company. Mr. Bray says the copper deposits are about eighty miles from navigable waters. The White river mines are forty miles from the Henley district, and show, he says, a continuation of the mineral belt.

### Alaska Winter Mail.

O. C. Richardson, the United States mail contractor, has just returned to Seattle from White Horse, where he went to perfect arrangements for the transportation of the United States mails up and down the Yukon this winter.

The route extends down the river to St. Michaels, and over the frozen expanse the mailcarriers must trudge once every month in each direction. From St. Michaels to Cape Nome the mail will have to be carried by others, as Mr. Richardson delivers it only as far as St. Michael. The trip to the diggings will probably be bridged by volunteers.

The mail up and down the Yukon was delivered last winter as it will be this. The addition of a big mining camp with several thousand more population will increase the postal business to such an extent that it is very doubtful if the monthly dog and sled service will be equal to it.

### Notes of Lode Mines.

The Hidden Treasure, at Index, has struck a new vein of ore which has shown in the foot-wall, assays from which show 14 ounces of gold to the ton.—The Mohawk now has its shaft down 40 feet and is looking well, showing about five feet of ore. It shows a streak of about six inches of soft sulphurets, which should run high.—The London, which lies south of the Hidden Treasure, is working a large force of men.—In the Highland Light, west of the Hidden Treasure, Councilman J. A. James and other Seattle people are interested; they are doing their regular assessment work.—The Independent, on McFarland creek, four miles northwest of the Hidden Treasure, is running a 500-foot tunnel and has a good force of men at work, with supplies all safely housed for the winter. Surface work is practically stopped for the year, as snow is already falling.

### Creek Mining Stopped.

Captain Wallace Langley, who had just come from Atlin, said at Skagway: "It has frozen hard on all the creeks, and creek mining is at an end. Work of developing the Amaconda group of quartz properties continues. Manager Featherstone returned a few days ago, and will look to the prosecution of the work. Drifting and cross-cutting will be the order of the winter. Just before I left Atlin there was some talk of men having found paying placers on streams leading into the Teslin lake, and to have worked them during the summer. The report caused no stampede."

### Notes.

Fifty thousand dollars is to be expended at once on the Blue Bells, at Freiler's arm, which is said to be one of the best looking mines on the whole coast. Several hundred feet of development work has been done on the property and altogether it is in excellent shape. The English shareholders have decided to advance £10,000 at once for development purposes and large gangs of men will be put on right away to carry out the work during that next few months.

The Reservation Mining and Milling company, operating the Lone Star and Washington claims on the reservation, near Danville, have purchased a seven-drill compressor, a fifty-horse power double cylinder hoist which is capable of hoisting from 800 feet depth; a seventy-five horse power boiler, three station pumps and several tons of track iron.

Even in New York interest in gold and copper mining is becoming aroused. John Postgate, a newspaper man, and financial and speculative "expert," has begun the publication there of a twice-a-week newspaper, "The American Mining News." A monthly magazine has also been started in New York City which is devoted wholly to the copper interests.

Three Seattle men, Fred O. Grant, E. C. Strong and W. F. Robb, have purchased the Juliet group of mines in the Rye Valley district, Oregon. Mr. Strong has just returned from the property and is much pleased with the prospect. He says that the day before he left the camp a Spokane man offered him four times the amount he and his partners paid for their property, but their mine is not for sale.

Rumor is very busy with the name and plans of Patrick Clark these days particularly west of the Cascades. The latest purchase he is reported to have made is on Texada island. For the Douglas Pine he is said to have paid \$250,000.

### CAPE NOME.

Incredible Richness of This District Fully Verified by Late Reports.

Each steamer which comes down from the North brings fresh proof of the almost incredible richness of the Cape Nome mining district. At first people were inclined to believe that the reports of splendid riches found in the Cape Nome beaches were simply fairy tales circulated by the transportation companies. But the arrival last week in Seattle of the Roanoke, with its cargo of gold dust, gave the final assurance that Cape Nome is quite as rich as it is painted. This famous treasure ship brought to Seattle more than two millions of dollars in the pretty yellow dust. The purser had charge of \$1,800,000 only; but many of the passengers kept their private hoards in their own immediate care, so that a modest estimate of the combined wealth of the returning gold seekers aboard the vessel may be placed at \$1,000,000, exclusive of that in the purser's care. It is probable that the real amount went far above this estimate. Every passenger had his bag of dust, heavy or light, according to the amount of energy he expended while in the golden North.

It is safe to prophesy that the stampede to the Cape Nome district next spring will be more eager than the Klondike rush of a few years ago.

Cape Nome has a weighty advantage over the Klondike region in that travelers to the former camp have no perilous river and mountain travel to go through, but are landed from the steamer directly on the gold beach. The Roanoke was but 10 days on the way down from the Cape, and she spent a day and a half of this time at Dutch Harbor.

No expensive tools are required to dig out the gold from the beach. As one of the Roanoke passengers expressed it: "Nome is the greatest country on the earth. Every man's bank account lies in the beach. All he has to do when he is out of money is to go down to the beach and dig it out. I never even dreamed of the wonderful wealth that is to be found along the Nome beaches. Literally I dug out \$315 with a common table spoon in 10 minutes. I did this to prove to my friend that there was gold at Cape Nome."

About two thousand people will winter at Nome. Work has mostly stopped on the claims there, as the creeks and the beach are freezing up. The people were engaged in building houses when the Roanoke left. Lumber sells there for \$200 per thousand feet. However, money is cheap, and nobody grumbles. Many improvements are being projected for the new community. One of the most important is the wharf which is to be put in next spring at the Cape Nome landing. At present vessels have difficulty in landing supplies on the beach. A company has also been formed to provide the city of Nome with waterworks, bringing pure water from far back in the hills. This will solve the typhoid fever problem, as that disease has been caused by impure water. This water system will be in operation not later than July. Electric lights and street railway are to be provided, companies having been organized to secure these improvements.

### At the Clackamas Hatchery.

S. W. Downing, superintendent of the government hatchery on the Clackamas, says no salmon eggs are being taken at the hatchery now except those that are transferred from other hatcheries. Superintendent Wisner has just come from the little White Salmon hatchery and delivered 1,500,000 eggs to the Clackamas hatchery. Mr. Downing states that he made a large shipment of Quinmat salmon eggs to New Zealand recently. The eggs were packed in crates between layers of cotton. The fish will be introduced by the New Zealand authorities as an experiment.

### Great Quantities of Fish.

Washington state's fish hatcheries are expected to turn out 85,000,000 salmon fry this season. This will be four times as much as the turn-out of any previous year. The United States government is now thoroughly alive to the importance of nursing this branch of food supply.

### Will Probably Sell Bonds.

At a recent meeting of the city council of Dallas the finance committee was instructed to prepare a report looking to the matter of advertising a sale of city bonds to the amount of \$2,500, the proceeds to be used in paying off the present city hall bonds.

### Carbon County Bonded.

The commissioners of Carbon county, Montana, have decided to bond that county in the sum of \$43,000 for the purpose of taking up outstanding warrants. These bonds are payable in 20 years, and redeemable in ten years. Interest is not to exceed 5 per cent.

At Boston, it is reported, there are one thousand freight cars standing on side tracks. Thirty freight ships have been taken out of their regular service at that port owing to the war with Africa, and consequently the cars have to be used for storage purposes. Many of these cars are the property of western lines, and are badly needed for transportation of lumber and grain.

### BRADSTREET'S REVIEW.

Strength of Prices the Leading Features of the Trade Situation.

Bradstreet says: Strength of prices, a natural outcome of the past and present active demand, is still the leading feature of the trade situation, notwithstanding unseasonably warm weather in some sections of the country tends to restrict retail trade and necessarily exercise some effect on recorders and collections by jobbers.

The strength of textile, both raw and manufactured, has been further accentuated during the week, increases being noted in raw cotton, wool and hemp.

Wool has been equally strong, although transactions are smaller and a material gain in prices is to be noted, while from the manufactured goods branch it was reported of confident strength and of future advances in men's wear, goods and carpets.

Cereals appear to have reached a dead level, with prices showing little or no change. The dullness of wheat at domestic markets finds explanation in Bradstreet's statistics of world's stocks, which indicate a gain for the month of over 17,000,000 bushels, contributed entirely from American sources, however, as foreign supplies showed a slight shrinkage.

Anxiety in lumber is a feature at many markets, and strength of prices is no less marked. Signs accumulate that shoe manufacturers and jobbers are meeting with success in securing recently advanced prices. Hides and leather are sympathetically strong, and shoe manufacturers are actively employed.

In iron and steel there is rather more irregularity noted. Active demand on railroad account has induced an advance in iron and steel bars of \$5 per ton, but steel billets are lower. There is a heavy volume of business reported in pig iron for late 1900 delivery, and that product is slightly higher at the East.

### PACIFIC COAST TRADE.

#### Seattle Markets.

Onions, new, \$1.00@1.25 per sack.  
Potatoes, new, \$10@15.  
Beets, per sack, 55c.  
Turnips, per sack, 65c.  
Carrots, per sack, 75c.  
Parsnips, per sack, 90c.  
Cauliflower, 75c per dozen.  
Cabbage, native and California, \$1 @ 1.25 per 100 pounds.  
Peaches, 65@80c.  
Apples, \$1.25@1.50 per box.  
Pears, \$1.00@1.25 per box.  
Prunes, 60c per box.  
Watermelons, \$1.50.  
Nutmegs, 50@75c.  
Butter—Creamery, 30c per pound; dairy, 17@22c; ranch, 20c per pound.  
Eggs—Firm, 30c.  
Cheese—Native, 13@14c.  
Poultry—11@12 1/2c; dressed, 13 1/2c.  
Hay—Puget Sound timothy, \$12.00; choice Eastern Washington timothy, \$17.00.  
Corn—Whole, \$23.00; cracked, \$23; feed meal, \$23.  
Barley—Rolled or ground, per ton, \$21; whole, \$22.  
Flour—Patent, per barrel, \$3.65; blended straight, \$3.25; California, \$3.25; buckwheat flour, \$3.50; Graham, per barrel, \$2.90; whole wheat flour, \$3.00; rye flour, \$3.75.  
Millstuffs—Bran, per ton, \$16.00; shorts, per ton, \$17.00.  
Feed—Chopped feed, \$20.50 per ton; middlings, per ton, \$22; oil cake meal, per ton, \$23.00.

#### Port Market.

Wheat—Choice white, 34@36c; best grades, \$3.  
Berline, \$2.15 per bushel.  
Choice white, 34@36c; best grades, \$3.  
Barley—Feed barley, \$16@16.50; brewing, \$18.00@19.00 per ton.  
Millstuffs—Bran, \$17 per ton; middlings, \$22; shorts, \$18; chop, \$16 per ton.  
Hay—Timothy, \$9@11; clover, \$7@8; Oregon wild hay, \$6@7 per ton.  
Butter—Fancy creamery, 50@55c; seconds, 42 1/2@45c; dairy, 37 1/2@40c; store, 25@35c.  
Eggs—27 1/2@30c per dozen.  
Cheese—Oregon full cream, 13c; Young America, 14c; new cheese 10c per pound.  
Poultry—Chickens, mixed, \$3.00@4.00 per dozen; hens, \$4.50; springs, \$2.00@3.50; geese, \$5.50@6.00 for old; \$4.50@6.50 for young; ducks, \$4.50 per dozen; turkeys, live, 13@14c per pound.  
Potatoes—60@65c per sack; sweets, 2@2 1/2c per pound.  
Vegetables—Beets, \$1; turnips, 90c; per sack; garlic, 7c per pound; cauliflower, 75c per dozen; parsnips, \$1; beans, 5@6c per pound; celery, 70@75c per dozen; cucumbers, 50c per box; peas, 3@4c per pound; tomatoes, 75c per box; green corn, 12 1/2@15c per dozen.  
Hops—7@10c; 1898 crop, 5@6c.  
Wool—Valley, 12@13c per pound; Eastern Oregon, 8@14c; mohair, 27@30c per pound.  
Mutton—Gross, best sheep, wethers and ewes, 3 1/2c; dressed mutton, 6 1/2@7c per pound; lambs, 7 1/2c per pound.  
Hogs—Gross, choice heavy, \$5.00; light and feeders, \$4.50; dressed, \$6.00@6.50 per 100 pounds.  
Beef—Gross, top steers, \$3.50@4.00; cows, \$3@3.50; 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.