

WRECK OF A BRITISH SHIP

The Atalanta in the Breakers at Alsea Bay.

TWENTY-FOUR MEN WERE LOST

Vessel Was Racing Down the Coast in Thick Weather—Heavy Surf Founding the Ship to Pieces.

Yaquina, Or., Nov. 21.—The British ship *Atalanta*, carrying a crew of 27 men and loaded with 2,800 tons of wheat, from Tacoma for South Africa, was wrecked near Alsea bay yesterday morning, and so far as known there are but three survivors.

The cause of the wreck of the *Atalanta* and the circumstances attending it, produce a tale most harrowing. The mismanagement of the vessel by its officers is ascribed as the cause of the disaster, and the crippling of the Yaquina life-saving station by a penurious policy of that department of the government, adds horror to the situation. The only three survivors aver that some of their comrades on board the ship may yet be alive. While the members of the life-saving crew are in sight of the wreck, they are so far powerless to render assistance, owing to the want of apparatus. Meanwhile couriers scoured the beach and country adjacent for 10 miles, to procure horses to bring up the lifeboat and beach cart.

The *Atalanta* lay about a mile off shore, in a field of furious breakers. Every swell passed over her works. Each hour a section of the vessel was seen to fall away, and the timbers float toward the shore. A strong and steady southwest wind aided the current from the same direction to bear the wreckage rapidly to the beach. It was this power and agency, and this alone that enabled the three sailors who survive to escape the fate of their brethren. In a lifeboat filled with water, partly disabled with wreckage, and without oars to direct their craft, they were borne to terra firma, thus passing over a course of nearly two miles.

One man, who was clad in simply a shirt, more hardy than the others, made his way along the beach. He found a farmhouse and announced the news, and solicited assistance for his companions. When the unfortunates on the beach were reached they were so benumbed with cold as to appear beyond help. It has required nearly 24 hours for one of them to regain his powers of mind and body. The rescued sailors have been taken into cabins along the beach.

The most complete and reliable story of the wreck obtainable comes from Frank Fogarty, a member of the Yaquina life-saving crew, who has patrolled the beach in the vicinity of the wreck. Captain Clark ordered him back to the station, which had been entirely deserted, except by the wives of the crew, to guard their tonight. "The officers of the *Atalanta* paid the penalty of their folly with their lives," said Fogarty. "Not one escaped, unless he is penned up in the fore-castle, to be released tonight or tomorrow. "The survivors have started the story down on the beach that the wreck is more the result of carelessness on the part of the captain than of adverse weather. It is to the effect that the *Atalanta* was racing down the coast with another sailing ship to make better time, and having a more advantageous tack, against the southwest, he steered close into Cape Foulweather. Not seeing the lighthouse, he supposed the vessel to be some distance from shore. This caused him to continue his southeast tack too long.

"The logbook at the life-saving station shows that Thursday morning, between midnight and 6 o'clock, when the *Atalanta* was on this tack, the Cape Foulweather lighthouse was concealed by fog and heavy sheets of rain. Nevertheless, the survivors, according to report, do not excuse the policy of the captain. Had not a race been on, they say, he would have taken no such chances."

Atalanta Sailed From Tacoma.
Tacoma, Wash., Nov. 21.—The British ship *Atalanta* left here last Saturday with \$65,000 worth of wheat, for Delago bay, South Africa. She was in command of Captain Charles McBride, of Greenock, Scotland, where he has a wife. The ship left here with 27 men, the only names of those on record here being those of the captain and the following, who joined the vessel at this port as seamen:

D. F. Green, A. B., 31 Chapel place, Dublin; J. Webber, A. B., 132 Forty-second street, New York; S. A. Jacobson, A. B., Stockholm; J. Smith, Finbury; G. Covalis, Callao; J. Jones, Valparaiso; N. Sorensen, Bergen; G. Fraser, 329 Monroe street, Philadelphia; R. Codd, 74 Flanders street, Liverpool; J. Marks, Brightwood addition, Indianapolis.

The *Atalanta* was of only 1,693 tons register. She was built in 1885, owned by N. Hill, of Scotland, and was worth probably \$50,000.

Captain Renny, Lloyd's surveyor here, thinks probably the lost ship is the German bark *Atalanta*, 2,200 tons, which he says is en route from Santa Rosalia, Central America, and more likely to be carried into the shore by the southwest wind that is said to have prevailed. Another German ship, *Atalanta*, sailed from British Columbia November 4, in command of Captain Durmer, with salmon for London, but that ship should be past Oregon long before this.

Ten Persons Burned to Death.
St. Petersburg, Nov. 21.—In a large fire, which completely destroyed an extensive shed, 10 persons were burned to ashes.

ANARCHY IN PORTO RICO.

Brigands Plying Their Trade in the Interior.

Washington, Nov. 21.—The cabinet session today was devoted to a large extent to consideration of complaints that have reached the war department, alleging that a state of practical anarchy prevails in Porto Rico. These complaints asserted that the lawless elements are committing depredations of the gravest character, and the seriousness of the situation is increased by the fact that United States troops likewise have been guilty of gross misconduct. Secretary Alger has cabled General Brooke, inquiring as to the accuracy of the complaints.

The most serious allegations are against brigands and lawless elements in the smaller towns away from the coast. It is said that taking advantage of the unsettled state of the country, due to the transfer of the government from Spain to the United States, bands of men have organized for robbery and rapine, burning houses and plantations and levying tribute upon the people wherever possible. In one case, it is said, they made a raid on a small town of about 1,500 inhabitants, 15 miles from the nearest troops, and burned and destroyed property to a considerable value.

AN APPEAL FOR HELP.

Foreigners at Iloilo Ask for American Protection.

Washington, Nov. 21.—News of a mixed character came to the navy department today from Admiral Dewey touching the situation in the Philippines. The admiral sent two of his warships, the *Charleston* and the *Concord*, some time ago, to the southward from Manila to ascertain whether there was truth in reports that the insurgents had extended their activities in that direction. Today he cabled as follows:

"Manila, Nov. 21.—Secretary of the Navy, Washington: *Charleston* and *Concord* arrived today from Iloilo. Glass reports that the entire island of Panay is in possession of insurgents, except Iloilo, which is defended by 800 Spanish troops. All foreign citizens there beg for American protection. The island of Negros has declared independence and desires American protectorate. DEWEY."

Glass is commander of the *Charleston*. So far, nothing has been done by the administration toward curbing the insurgents in their operations, save verbal representations from the American commanders to Aguinaldo, in which it has been pointed out to him that it would be good policy, in view of the probability of the annexation of the islands by the United States, to pursue a course that would not be obnoxious to the United States. But the situation is now realized to be critical. So far as the Spaniards are concerned, perhaps they can be left to take care of themselves, but the foreign residents at Iloilo are differently regarded.

MORE SHIPS FOR NAVY.

Three Sunken Spanish Vessels to Be Raised at Manila.

Washington, Nov. 21.—The United States navy will soon possess more than a sprinkling of foreign-built warships. Admiral Dewey has informed the navy department that he has contracted with a Hong Kong firm of wreckers to raise three of the Spanish war vessels sunk in the battle of Manila last May day. The cost of raising the ships and putting them in thorough repair will be \$500,000.

The vessels to be raised are gunboats of large type, and, in the opinion of Chief Constructor Hichborn, they will be the very best kind of craft for the protection of the United States' interests in the Philippines and along the Asiatic coast.

Caused a Stampede.

Spokane, Wash., Nov. 21.—A Lewiston special to the *Spokesman-Review* says:

A great strike of high grade ore is reported near the Snowshoe pass, on the Warren trail, 20 miles south of Florence, Idaho. A big stampede from Florence is reported.

The Florence correspondent of the *Spokesman-Review* reports that the strike was made between the now famous Buffalo Hump and Thunder mountain.

The great vein is from 30 to 90 feet wide, and carries an abundance of free gold.

The Salmon river runs through the claims, and the country never has much snow.

Tug Pawtucket Launched.

Vallejo, Cal., Nov. 21.—The United States steel tug *Pawtucket* was launched at the Mare island navy yard today. She was christened by Miss Heather Baxter, the little daughter of Naval Constructor W. J. Baxter, in the presence of thousands of spectators. The *Pawtucket* is 102 feet long, is of 225 tons, and is expected to develop 450 horsepower. She will make 12 knots per hour. Her boiler and engines are almost completed, and the *Pawtucket* will be ready for commission by January 1.

Launching of the Wisconsin.

Chicago, Nov. 21.—The United States battle-ship *Wisconsin* will be launched at San Francisco Saturday, November 26, and will be christened by Miss Elizabeth Stephenson, daughter of Isaac Stephenson, of Marinette, Wis.

Grazing Sheep on Reservations.

Washington, Nov. 21.—The right of the government to prosecute criminally persons grazing sheep on all forest reservations, except in Oregon and Washington, was sustained in a decision rendered today by the attorney general.

Secretary Bliss recently asked as to whether such prosecutions would lie under one of the series of regulations recently issued for the preservation of the forests, and the decision holds that they will.

MUST MAKE A FIRM STAND

Our Rights in Far East Must Be Maintained.

ADDRESS OF SENATOR LODGE

We Will Be Forced to Declare That the Ports of China Must Be Open to All Nations or to None.

Boston, Nov. 19.—Senator Lodge, in an address at the Boston Boot and Shoe club's banquet last night, said in part:

"The success of the English-speaking race, which has carried it all over the world and made it the great industrial and commercial people of the earth today, has been due to the principle of self help. But there are certain things which the spirit of American enterprise must look to the government to do.

"You cannot expect men to carry your products and to extend your trade by establishing themselves in a distant portion of the earth unless you have a government that is ready to protect them at all times and at all hazards.

"We want no commerce at the cannon's mouth, but we do want it understood that wherever an American is engaged in business he is to be protected and that there is a navy of the United States big enough to guard him wherever he sees fit to go. Therefore I say that we need a large navy as a protection on the sea as well as on the land.

"The question that confronts us is a larger one than that we shall do with the Philippines. They say we are not an Eastern power unless we hold those islands. We are today the greatest power in the Pacific ocean. We hold one entire side of that ocean except the outlet which England has in China. We hold the half way house in Honolulu, where all ships must stop when the Nicaragua canal is built, as it will be. Are we going to allow the ports of the east to be closed to us and open to Russia, France and Germany alone? Or are we going to stand up and say with England and Japan, the ports of China must be closed to all or they must be open to all?

"It is going to be a struggle, in my judgment, between the maritime nations and the non-maritime nations. It is going to be a struggle to see whether the people who speak the English tongue are to go to the wall, or whether they are to have their share in the commerce of the earth wherever they fly their flag. I believe that the United States is entitled to its share of the world's commerce. I do not believe that we should be shut out from it, and I do not think that there is the least danger of war anywhere if we are far-sighted enough to make it known to the world just what we want and just what we intend to do. Let our government have wisdom in its foreign policy and its treatment of our merchant marine, and the genius of American invention and enterprise will do the rest."

CHINA AND THIBET.

Trouble Brewing Between the Two Asiatic Countries.

Vancouver, B. C., Nov. 19.—According to late Oriental advices there is trouble brewing between China and Thibet. A Yachow dispatch says:

"The prefect of Yachow has arrived from Thibet, whither he was sent to settle up troubles following upon the Chang Tunling's raid into Chantui and Derge last year. The whole raided district has been given over to Lhasa and Lama rule, a retrocession of annexed territory on the part of China that is as little comprehensible as the 'abdication' of the Russians in Korea. There are those who say that China is apprehensive of the growing independence of the Lamas and as the treaty between England and Thibet expires this year, she is afraid the Lamas may open a road for the British from Darjeeling to Lhasa."

MANILA COURTS REOPENED.

Spanish Judges Hear Civil Cases, American Judges Criminal Cases.

Victoria, B. C., Nov. 19.—Advices by the steamship *Empress of China* are to the effect that the Manila law courts have resumed business with Spanish judges to hear all civil cases and American judges to hear all criminal cases.

Some disquieting news has been received as to the health of the American troops at Manila. In addition to the great amount of malarial and typhoid fever prevailing, malignant smallpox has appeared. Deaths in hospitals will average about 100 a month.

There is a leper scare in Manila. Through neglect of Spanish officials nearly 200 lepers escaped confinement. Orders have been issued that all lepers be arrested and sent to a small uninhabited island southeast of Luzon.

A Letter From Peary.

Waterville, Pa., Nov. 19.—A letter just received from Lieutenant Robert E. Peary, by J. F. Hill, says that probably no message will be received from him for several years. The Hope cleared the ice field all right, but Lieutenant Peary expresses fears that the Windward may be delayed by the ice closing in.

Death in Fifty-Mile Rapids.

Victoria, B. C., Nov. 19.—Passengers of the steamer *Dirigo*, which arrived tonight from Skagway, bring news of the drowning of two men in the Fifty-Mile rapids, on the Yukon. Four men left Lake Bennett on a scow September 21, with 50 tons of provisions. When the scow reached Fifty-Mile her seams opened and she sank. Two men, Smith and Holloway, swam ashore, but the other two, whose names are unknown, were drowned.

PACIFIC COAST TRADE.

Portland Market.

Wheat—Walla Walla, 59@60c; Valley and Bluestem, 62c per bushel. Flour—Best grades, \$3.45; graham, \$3; superfine, \$2.25 per barrel.

Oats—Choice white, 39@40c; choice gray, 37@38c per bushel. Barley—Feed barley, \$21@22; brewing, \$23 per ton.

Millstuffs—Bran, \$15.50 per ton; middlings, \$21; shorts, \$16; chop, \$13.50 per ton.

Hay—Timothy, \$9@10; clover, \$7@8; Oregon wild hay, 6c per ton. Butter—Fancy creamery, 50@55c; seconds, 45@50c; dairy, 35@40c store, 30@35c.

Cheese—Oregon full cream, 11@12c; Young America, 12½c; new cheese, 10c per pound.

Poultry—Chickens, mixed, \$2@3.50 per dozen; hens, \$3.50@4.50; springs, \$1.25@3; geese, \$5.00@6.00 for old, \$4.50@5 for young; ducks, \$4.00@5.00 per dozen; turkeys, live, 12½@12½c per pound.

Potatoes—50@60c per sack; sweets, 2c per pound.

Vegetables—Beets, 90c; turnips, 75c per sack; garlic, 7c per pound; cabbage, \$1@1.25 per 100 pounds; cauliflower, 75c per dozen; parsnips, 75c per sack; beans, 3c per pound; celery, 70@75c per dozen; cucumbers, 50c per box; peas, 3@3½c per pound.

Onions—Oregon, 75c@81c per sack. Hops—15@17c; 1897 crop, 4@6c. Wool—Valley, 10@12c per pound; Eastern Oregon, 8@12c; mohair, 25c per pound.

Mutton—Gross, best sheep, wethers and ewes, 3½c; dressed mutton, 7c; spring lambs, 7½c per lb.

Hogs—Gross, choice heavy, \$4.75; light and feeders, \$3.00@4.00; dressed, \$5.50@6.50 per 100 pounds.

Beef—Gross, top steers, 3.50@3.75; cows, \$2.50@3.00; dressed beef, 5@6½c per pound.

Veal—Large, 5½@6c; small, 6½@7½c per pound.

Seattle Markets.

Tomatoes, 50@55c per box. Cucumbers, 10@15c per doz. Onions, 85@90c per 100 pounds. Potatoes, \$10@12.

Beets, per sack, \$1. Turnips, per sack, 60@65c. Carrots, per sack, 65c. Parsnips, per sack, \$1. Beans, green, 2@3c.

Green corn, \$1.25@1.50 per sack. Cauliflower, 75c per doz. Celery, 40@50c.

Cabbage, native and California \$1.00@1.50 per 100 pounds. Apples, 50c@65c per box. Peaches, 50c per box. Plums, 50c.

Butter—Creamery, 27c per pound; dairy and ranch, 18@20c per pound. Eggs, 32c.

Cheese—Native, 12@12½c. Poultry—Old hens, 13c per pound; spring chickens, 15c; turkeys, 16c.

Fresh meats—Choice dressed beef steers, prime, 6½@7c; cows, prime, 6½c; mutton, 7½c; pork, 7@8c; veal, 7@8c.

Wheat—Feed wheat, \$21. Oats—Choice, per ton, \$23. Hay—Puget Sound mixed, \$9.50@10; choice Eastern Washington timothy, \$12.

Corn—Whole, \$23.50; cracked, \$24; feed meal, \$23.50. Barley—Rolled or ground, per ton, \$24@25; whole, \$22.

Flour—Patent, per barrel, \$3.60; straights, \$3.25; California brands, \$3.25; buckwheat flour, \$3.75; graham, per barrel, \$3.70; whole wheat flour, \$3.75; rye flour, \$4.

Millstuffs—Bran, per ton, \$14; shorts, per ton, \$16. Feed—Chopped feed, \$17@21 per ton; middlings, per ton, \$17; oil cake meal, per ton, \$35.

San Francisco Market.

Wool—Spring—Nevada, 10@14c per pound; Oregon, Eastern, 10@12c; Valley, 15@17c; Northern, 9@11c.

Millstuffs—Middlings, \$19@21.00; bran, \$15.50@16.50 per ton. Onions—Yellow, 30@45c per sack. Butter—Fancy creamery, 24c; do seconds, 22@c23; fancy dairy, 21@22c; do seconds, 20@24c per pound.

Eggs—Store, 18@22c; fancy ranch, 40@42c. Citrus Fruit—Oranges, Valencia, \$2@2.50; Mexican limes, \$6@6.50; California lemons, \$2.00@3.00; do choice, \$3.50@4.50; per box.

THE OLD-TIMERS.

Elder Abram Perkins of the Shaker settlement, is 91 years old, yet frequently walks all the way to Concord, N. H., a distance of over 20 miles.

James A. Davis, who died in Dorchester county, Maryland, last week, steered the first steamer that crossed Lake Erie. Chicago was then, he said, but three brick houses.

Mrs. Nancy Carine is dead at Dillaborn, Ind., aged 67. For 47 years she had lived less than a mile from a railroad and within easy sound of the locomotive whistle, but never saw either road, car or engine.

Mme. Ristori, otherwise the Marquis Capranica del Grillo, is in her 77th year, and is lying critically ill at Rome, being thus unable to accept the invitation of the queen of Italy to pass a few days with her at Groszony.

Frederick P. Sanguinet, father of 11 children with 26 grandchildren, has just died at his home, 4355 Evans avenue, St. Louis. His death is the first that has occurred in the family, including three generations, for over half a century. The Sanguinets have lived in St. Louis all the time. During Mr. Sanguinet's 73 years he has not been ill a day, and until three weeks ago, when taken ill with liver trouble, was engaged in active business as a civil engineer.

NEWS OF THE PACIFIC COAST

Gold Bearing Rock Crushed on Douglas Island, Alaska, Equal to That of Any Mining District in the World—Oregon and Washington Lead in the Production of Wool.

The Greatest Mines in the World.

More gold-bearing rock is being crushed on Douglas Island, Alaska, than in an equal area in any other country in the world.

The Treadwell and allied companies now have 880 stamps set up—540 on the Treadwell, 120 on the Mexican, 100 on the Union and 120 on the Ready Bullino—and the engineers will soon turn over the mills to the companies as completed. These mills will easily crush 2,500 tons of ore a day. I do not believe there is any place in the world, South Africa, Australia, or anywhere else, where so much rock is being crushed on so small a space of ground. The Treadwell now has 8,000,000 tons of ore in sight. The Ready Bullion promises to equal the Treadwell in the amount of its production. All the dirt has been sluiced off it and it has been traced for 300 feet along the beach and 600 to 700 feet wide on the surface, and is in the contact between greenstone and slate, as are all the Douglas Island ledges, the ore being of the same character as the Treadwell. The shaft is down 650 feet under Gastineau channel and the ledge has there widened out to over 200 feet and carries from \$12 to \$14 in gold throughout.

The Elmer is erecting a new 20-stamp mill in the gulch leading up to Silver Low basin, and is about to start a tunnel from that level which will tap its ledge at great depth. Further up the same gulch the Alaska-Juneau Company has 30 stamps at work on the ore from a great open quarry of slate full of veins of quartz carrying free gold. They simply quarry out the whole mass, sort out the quartz and send it to the mill and throw the slate over the dump.

Berners bay is keeping up its reputation, the Ophir, Northern Belle, Bald Eagle and Seward all having their mills in operation. Judge Melten, who represents an Indiana Company, and who successfully opened up the Jualin, is now developing the Ivanhoe, over the ridge between the Jualin and the Comet, and has about completed a 20-stamp mill. The Jualin has turned out \$10,000 or \$12,000 a month since it started. Milo Kelly has some very good claims in the Berners bay district, showing free-milling ore, and is working them. Montana creek, which runs into Linn canal between Berners bay and Juneau, is coming to the front. The placers were worked in the early days, and now the Early is working in very rich ore and running a five-stamp mill. The first clean-up was very satisfactory. The Boston & Alaska Company is sinking a shaft on the Funters bay mine.

Wool Clip of the Country. The annual estimate of the wool clip of the United States for 1898 made by Secretary North of the National Association of Wool Manufacturers, and which is to be published in its November bulletin, shows the amount to have been 266,720,684 pounds, against 259,158,251 pounds in 1897.

Oregon shows, according to the statistics, the largest yield, 21,291,387 pounds of washed and unwashed wool, and next to Washington, shows the largest per cent in shrinkage in scouring, or 71 per cent. Montana follows, with 20,935,105 pounds and 63 per cent shrinkage; California, 16,932,993 pounds and 66 per cent shrinkage; Texas, 16,880,442 pounds and 70 per cent; Wyoming, 13,626,704 pounds; New Mexico, 12,339,420; Ohio, 12,114,953; Colorado, 9,958,869; and Michigan, 8,856,122 pounds. The amount of pulled wool is estimated at 22,116,871 pounds, making a total of 266,720,684 pounds washed or unwashed, or 111,661,581 pounds of scoured wool. The aggregate clip of the six New England states is about 1,745,025 pounds of scoured wool of which Massachusetts furnishes 128,860 pounds.

Poor, Old Horses. Running about the street of Skagway are a number of poor, old, stray horses, that have been worked until their backs and shoulders were sore, then turned loose to starve. The more humane of the citizens, however, have taken up the matter with a view to raising subscriptions to secure feed and care for the horses. A petition has already been started, and it is likely the friend of man will no longer suffer.

Threshing is Over. Threshing may now be considered over for this year, in all parts of the Inland Empire, the last of the machines having "hung up" for the season in the vicinity of Oakesdale and Farmington, Wash. The crop was good everywhere.

Fishing Work of the Yamhill Locks. The contractors have finished the in-shore wall of the Yamhill locks, and work has begun on the outer wall. Work is being pushed as rapidly as possible, in order to have it completed before severe winter weather sets in.

Successful Clam Cannery. About a year ago the Lomand clam cannery was started at Anacortes, Wash., and the product is now finding a ready market among the jobbing houses. Seventy cases was the output for the last week in October.

Waterworks Extension. Bids have been opened by the city council of New Whatcom, Wash., for extending the city water mains a distance of 8,600 feet. The extension will be of 24-inch wooden stave pipe.

Cutting Timber on Public Lands.

The attention of those engaged in mining is called to the following provisions of the law pertaining to the cutting of timber on public lands: "No persons shall be permitted to fell or remove any growing tree of any kind whatsoever less than eight inches in diameter. This will not be regarded as applicable to black or 'lodge pine' growing in separate bunches along mineral lands. Persons felling or removing timber from public mineral lands of the United States must utilize all of each tree cut that can profitably be used, and must cut and remove the top, and brush and dispose of the same in such manner as to prevent the spread of forest fires." The penalty for such violation is in a sum not exceeding \$500, or imprisonment not exceeding 60 days, or both.

November Shipping.

R. P. Rithet & Co. have the following to say regarding shipping business in their monthly circular for November. "The past three weeks have brought about a very decided change for the better in grain freights, although there has been comparatively nothing doing from San Francisco. The bulk of the season's shipments will undoubtedly be made from Oregon, and it appears likely that Washington will come next, the yield of California grain being small in consequence of the drought. The increased activity has tended to harden freights, but on the whole changes during the month have been unimportant and the demand scarcely as great as previously.

New California Industry.

Bakersfield is not distinguished as being the only place in America where Fuller's earth is reduced from the raw material to a merchantable article. An unlimited deposit was found on Poso creek and a mill for grinding and bolting the earth has been erected and is now running. The process of reduction consists of running the lumps of clay, the size of hickory nuts, through the hopper and bolter, which turn it out in the form of fine flour. The manufacture of this earth on the coast will result in a great saving to the cloth mills.

Direct Steamship Line on the Pacific.

Communication between South American markets and San Francisco will soon be established by one of the largest French steamship companies. The Chargeur Reunis will start a monthly service next March between San Francisco and Liverpool, which will make stoppages at Matanzas, Acapulco, Guayaquil, Callao, Peru, Valparaiso, Chile, Montevideo, Uruguay; Santos, Brazil; Liverpol, Havre and possibly a Belgian port. The company has been organized and operated since 1872, and is now having constructed three 6,000-ton additional steamers for the Pacific trade.

Millers' War on the Sound.

The grocers in Seattle and Tacoma are making a run on flour, taking advantage of the rivalry between Tacoma and Seattle mill men. The conditions are peculiar. The Washington wheat-grower wants 60-cent wheat, while the miller is only getting \$3.40 for his ground product. To grind wheat that costs 50 cents, add the freight, and then sell it at \$3.40 means something of a loss.

Another Beet-Sugar Project.

A party owning 12,000 acres of suitable land for sugar-beet raising near Idaho Falls, Idaho, has returned to that place from a visit to the beet sugar factories in the United States and Germany. The soil and climate being suited to the cultivation of beets, Chicago capital thinks favorably of establishing a sugar factory at Idaho Falls.

Good Market for Potatoes.

The yield of potatoes in the Spokane country this year was less than half the amount of last fall, owing to the hot weather experienced last summer. The price there is from 85 to 90 cents, while on the coast potatoes are selling at 65 cents. The Oregon crop is said to be good this year and the price is expected to reach \$1.50 by next spring.

Woolen Mills Improvement.

It is stated that a large manufacturing establishment for making wearing apparel will be added to The Dalles, Or., Woolen Mill Company's plant. A new iron and brick picking-room is being built, and a scheme for electric lighting is being planned.

New Broom Factory Started.

Another factory has been added to the smoketack town of Everett, Wash. The first lot of brooms were turned out last week from the Everett broom factory, owned by Frederick Hallin. The brooms are meeting with great favor with the retailers.

The Market for Horses and Mules is Again on the Rise.

A California buyer was in Morrow county recently looking for draught animals, and offering good prices for such as suited him.

Blue grouse are reported as becoming very scarce in the mountains, one theorist explaining the fact as the outcome of the introduction of the thousands of sheep into the breeding grounds of the birds. The sheep are said to trample upon the eggs and young birds.

[Congressman Thomas H. Tongue will have the appointment of a cadet to the West Point military academy next spring, and announces that examinations will be had at Vancouver barracks the first Monday of March.