CLAIMS ON MONEY CREEK.

NEW GOLD DISCOVERY ACROSS THE BAY FROM SKAGWAY.

Rush to the District Headed by the Mayor Reports from the California Desert Strike Were Exaggerated—Copper Trust Reopens Some Old Mines in Montana.

SEATTLE, Wash., May 8.—A gold discovery was made last week on a creek across the bay from Skagway about five miles from the city. A stampede followed, headed by the Mayor, and now there are 500 men in the new district and the creek has been located for ten miles. The new district is now known as Money Creek, and both placer and quartz mines have been discovered and taken up. The gravel pays from 5 to 20 cents to the pan, while the quartz contains free gold.

Machinery is being forwarded for the development of a large gold concession on the upper Yukon, obtained from the Canadian Government by the Cudahy Company of Chicago. The enterprise involves the raising of 8,000,000 gallons of water daily from the Yukon, carrying it to a height of 2,000 feet and distributing it over an area of thirty miles, where it is to be used for the working of claims of known value. The mines are about twenty-five miles from Dawson, and it is estimated that they contain $100,000,000 in gold.

The death of the superintendent of the mines and mills of the Treadwell has caused a delay in the starting of the new stamp mill, which it was contemplated would be dropping stamps on the first of the month. All the other new mills along the Douglas Island water front, with their 580 stamps, are busy, and it is anticipated that the big mill will start this week, making 880 engaged in the reduction of the Treadwell ores. D. O. Mills of New York, one of the principal owners, is visiting the property in company with Capt. Mein, the former superintendent of the Treadwell Company.

WASHINGTON

SEATTLE, May 8.—In Okanogan district there are twenty mines under development and about forty more soon to be started. The advance in silver continues to help this district, and as navigation on the upper Columbia and Okanogan rivers is in full swing all the upper country is in easy communication with the outside world. Besides the country now under development there is a large and very attractive region awaiting the prospector lying between Boundary in British Columbia and Republic district on the south. The whole country is highly mineralized and possesses advantages of water and timber as well as agricultural possibilities.

Cascade district, the greatest silver-lead producing part of the State, is again forging to the front. Although the elevation is 5,000 feet above sea level and the snow is from ten to twenty feet deep at the present time, prospectors are indifferent enough to the dangers of snowslides to venture into the mountains on snowshoes to make new discoveries and relocate claims on which assessment was neglected last year. Capitalists now have representatives in the district bonding and buying all the most promising properties that are obtainable, and the indications are that a great deal of work will be done this summer. Several groups are in position to begin ore shipments this spring, and the ores which carries values in excess of $100 per ton, is very abundant. The State is constructing a wagon road into the district from Skagit River and a railroad is contemplated.

There has never been anything approaching a boom in any of the districts on the western slope of the Cascade Mountains. In fact, miners have endeavored to avoid booms, but all indications now point to one in the great copper belt extending from the Snoqualime to Cascade district, embracing Beckler, Miller, Nelson and Money rivers, Index, Front and Silver creeks, Sultan and Silverton. There are several big producing mines in these districts. There are others rapidly nearing the productive point, while there are hundreds of first-class prospects on immense copper-gold ledges.

BRITISH COLUMBIA.

SEATTLE, May 8.—American mining men have secured a favorable bond on the Silver Leaf group at Hope, on the Canadian Pacific Railway, and they will provision the camp and begin work this week. This property has been idle for over a third of a century and wonderful results are anticipated from it now. Placer as well as quartz mines will be worked.

Prospectors from New Westminster who have been operating on the west coast of Vancouver Island report discovering a bornite ledge 4,000 feet in length and from twelve to thirty feet in width, the ore from which, according to Government assays, goes $58 in copper and gold. They have made eight locations and think they have one of the most valuable copper propositions in the province. The discovery is within half a mile of a harbor that is accessible to deep seagoing vessels.

CALIFORNIA.

LOS ANGELES, May 6.—The reports of rich gold discoveries in San Bernardino county on the desert southeast of Kramer prove to have been much exaggerated. A few newspapers are still printing fabulous yarns about the "Klondike of the desert," but trustworthy reports from the camp show that the discovery is nothing to be excited about. The four prospectors, Clarke brothers, Duncan and Goldsberry, who have been dry-washing in that section for several years and making fairly good wages, have recently traced the gold to a porphyritic formation from which it came, and there they have a good prospect in a twenty-foot shaft. They do not know whether the formation is a vein in place or a mere deposit of disintegrated quartz and porphyry. They have prospected the adjacent country for two or three years and they have found no indications that the ore deposit extends beyond the ground which they have located. The sorted rock which they have taken out will go $100 per ton and better, and a little of it is worth about $900 per ton. The deposit is traceable about 3,000 feet, and beyond that no sign of color has been found.

According to the report of the State Mining Bureau the gold product of California for 1898 was $15,996,478, a slight increase over the product of the previous year. As the drought of last year interfered severely with mining operations the product shows a considerable decrease of several millions if the weather had been propitious. For the first time in the State's history copper takes second place among the mineral productions, with 21,543,225 pounds, valued at $2,475,158, a great increase over any previous production. Quicksilver, so long second in importance, now holds the fourth place with 31,082 flasks worth $1,188,626. The petroleum product was 2,249,098 barrels worth $2,376,420. Of borax there were 8,360 tons valued at $1,153,000. The total mineral product of the State for last year is valued at $27,989,079, obtained from thirty-five different minerals. The banner county in gold production was Nevada, with $2,072,055. The silver production of the State was only $414,055.

At Gold Mountain, San Bernardino county, development work has been started on some claims belonging to "Lucky" Baldwin, on which no work had been done for twenty years. The recent rich finds in that district have been the cause of this resumption of interest.

New copper discoveries are reported from the Ivanpah district.

Rich gold ore has been found by S. Black in his claim at Mesa Grande, San Diego county. This district contains a number of partially developed locations and rich quartz has been found at intervals, but no systematic development work has ever been done.

Messrs. Helm and Drouillard of Bakersfield have found a big deposit of asbestos in Tulare county. Its location is easy of access, being only a short distance from the Porterville branch of the Southern Pacific Railroad.

In the Capitol mine near Shasta, Shasta county, a two-foot vein of free gold rock worth $60 per ton has been found. C. V. Herman has found chrome ore on his land near Yreka Flats which assays $12 in gold and $3 in silver per ton.

NEVADA.

VIRGINIA CITY, May 6.—A new gold mining camp has been started in Jumbo district, west of Mount Davidson, called Selbyville. A four-stamp mill crushes ore from the Selby mine.

A group of mines at Pyramid Lake have been sold to Eastern men for $150,000.

At the new mining town of Searchlight, in southwestern Nevada, a Boston company has contracted to build an electric railway for transportation of ores to the Colorado River, twelve miles distant, where the mills are located. A number of large bodies of ore, showing rich assays of gold and silver, are being developed and a number of flattering copper prospects have been found.

MEXICO.

GUAYMAS, May 6.—The Mexican Esperanza Company, Limited, of London, has allowed its bond on the Esperanza mines in the State of Toluca to go by default after having paid $100,000 forfeit money. The price that was to have been paid was $4,000,000. The company was organized for the particular purpose of buying and operating this property, but after deliberation concluded not to take it up.

Denver capitalists have taken a bond on La Bastille, at the Minas Prietas, Sonora, for $150,000.

The rich Dolores mines, north of Pinos Altos, have been bought by an English company for $150,000.

Some rich veins of copper ore have been discovered near Carretas, not far from Chihuahua city. The ore assays from 12 to 37 per cent.

MONTANA.

BUTTE, May 9.—Immediately on the return of Mr. Marcus Daly from the East the properties of the Washoe Company, which has become a part of the new Amalgamated Copper Company, were opened up and the shipping of ore was begun from the Moonlight mine of that company to the Anaconda smelter. The Washoe properties have as yet been little developed, but are known to contain immense bodies of copper ore.

The great Anaconda mine, which was sold to the new company recently, was bought by Marcus Daly in 1878 for $30,000. The price paid last week puts the mine at a valuation of $83,100,000.

An old eache of between $2,500 and $3,000 worth of rich gold ore was discovered last week on the 100-foot level of the Hope mine at Basin. The story is that several years ago this ore was concealed there by Joseph Roberts, a carman working in the mine. A short time ago he and some friends secured a lease on the mine, the company owning the mine to receive 60 per cent. of what was taken out. The ore was found in six sample sacks which were buried six feet deep at a distance of sixty feet west of the shaft. The ore is one-half gold. Mr. Roberts says there is more rich ore cached in the old levels and the search will be continued.

The first carload of copper ore was shipped yesterday from the Goldsmith mine at Argenta. The ore goes nearly 25 per cent. in copper. It is being operated under a lease from United States Senator W. A. Clark.

ARIZONA.

TUCSON, May 5.—Never before in the history of the Territory has there been so much interest manifested in mines and mining as at the present time. In every point in the Territory mines are being bonded, claims located and new smelters are being put up, and capital is coming from all over the United States to the Territory.

Much has been written about the Helvitia camp, which has lately come into prominence. The Helvitia Mining Company's camp forms three sides of a square, and is composed mainly of tents, which are, however, being replaced by substantial buildings. Higher up in the Santa Rita hills to the north and east are located the thirty-seven claims of the Helvitia group, among them the Rosemont. All show good ore bodies. The principal claim of the Rosemont group is the Mohawk, which has an ore dump of about 4,000 tons, now being carried by pack train to the smelter on the other side of the range. The principal property of the Helvitia people is the Old Dick. It lies east of the Mohawk and bids fair to rival its neighboring producer. To the west lies the Telephone, which indicates good ore in a dozen places. Next to the north about 400 yards lies the Copper World and Heavy Weight claims, both indicating the same character of ore as the Mohawk.

The owners of the New York Copper Mine, about nine miles south of Hot Springs, will soon commence shipping ore to the Silver City smelter. The ore is mostly low grade, but seems to be present in large quantities. Considerable development has been done.

It is reported that W. C. Bishop has struck a phenomenally rich body of ore in one of his Stockton Hill mines. Mr. Bishop has been working the mine for the past three or four months.

UTAH.

SALT LAKE, May 8.—Acting for Eastern associates, ex-Senator Frank J. Cannon has just purchased from the Baldy Mountain Mining Company the Annie Laurie mine on Gold Mountain. The mine has shown splendid bodies of gold ore and will doubtless pay well. The purchase price is $210,000, to be paid in three installments.

P. T. Farnsworth, manager of the Horn Silver mine at Frisco, has acquired the Antelope group at Bingham, paying $50,000. The Antelope adjoins the Dalton and Lark, and the deal is believed to have some connection with this property, which was bonded a few weeks ago by local and Eastern capital.

The Silver Shield mine at Bingham is about to pass into the hands of new owners who will incorporate under the name of the Silver Shield Mining and Milling Company. The consideration will be $600,000. This mine is shipping ore assaying 46 per cent. lead and 38 ounces silver to the ton, and adjoins the old Jordan, now owned by the United States Company.

The new Highland Boy smelter, the first copper reduction works ever operated in Utah, was started on its initial run during the week. The plant is now handling a good tonnage.

Coking coal has been discovered near Cedar City, in the heart of rich iron deposits. The new strike, it is thought, will stimulate the iron industry in this section.

IDAHO.

IDAHO CITY, May 6.—The placer miners are now all at work throughout the Basin with good chances for a very long season. The water is held back by cool weather, which guarantees a long run for all.

The Big Buffalo at Buffalo Hump, at the depth of 100 feet, has a vein of galena that is said to be worth $100 per ton. Work is going on as rapidly as possible in the mines there, and the present indications are that the expected boom will soon be on.

The last payment was made Friday on the Lucky Boy, in Gambrinus district, and the deed filed for record. It is believed that the payment was made ahead of time, so that the company could give title to a Cripple Creek company that is negotiating for that and the Illinois, which is on the same vein and half a mile west. These are very large mines, the veins being from forty to eighty feet wide, all the quartz carrying gold. The steady running of the ten-stamp mill at the Lucky Boy since last fall has proved the value of the ore.

Four miles west of this place is a district known as Willow Creek. Since last fall some very rich gold quartz mines have been discovered and two are now in the hands of men able to do something on them. The country is so flat that the ordinary prospector cannot develop it to a depth of over twenty feet. The ground is filled with water the year round. Ed Beck and Johnson & Constable will each put up small hoisting works soon and commence sinking on their two ledges. On the surface the ore is very rich, being sprinkled all over with free gold.

The Lucky Boy mill at Custer, which was closed down last fall, has again resumed crushing, with abundance of good ore in the bins. The Lucky Boy is on the same vein as the famous Custer.

Within a very short time the Twin Sisters mine at Centreville, giving free gold quartz, will be opened and ready for working to the depth of 300 feet. The ledge is much wider and richer at that depth than near the surface. The property is owned by the Trade Dollar Company, operating at Silver City, which declared over half a million of dividends from the properties there last year.

COLORADO.

DENVER, May 10.—A streak of ore eighteen inches wide was discovered last week in the Custer claim at Creede in a new shaft forty feet deep. It assays 28 ounces gold and 2,000 ounces silver to the ton, or a gross value of $1,600. This discovery has started a lively spring excitement in the camp.

A fifteen-foot ore body has been opened in the Zinc mine near Silverton through a crosscut which has been driven during the winter, running the old vein 127 feet below the shaft. The entire vein shows values in gold, silver and copper running $124 to the ton, and from the rich streak, two feet in width, the values run to $300 per ton.

The Sierra Blanca district, which is the new camp of the year, has four defined veins prospected by means of discovery tunnels. The High Line is twenty feet in width and can be easily traced from the gulch to the crest of the peak. The ore is copper, sulphides and tellurium. The Eagle Pinon, bonded to Denver people, and the Hawkins show veins carrying sulphides of iron and tellurium. The Hawkins No. 2 vein is thirty feet in width. This is but slightly prospected.

A prospective gold territory is now opening up on a belt running northeasterly from Frisco across the Blue to Elo Mountain in the Williams Fork country, Middle Park. A half dozen prospects opened to varying depths by ranchmen and prospectors show copper values and considerable gold and silver. Enough work has been done to insure steady work on this belt during the coming summer.

The owners of the Argentum-Juniata and the Aspen Deep Mining Company have signed an agreement to co-operate in working the mineral territory under the city of Aspen. By this agreement the Deep Mining Company will be able to get at its ore body and earn a profit in the operation. This deal means continued life to the old silver camp.

The resurrection mine on Breece Hill in the Leadville district will make a remarkable showing this year in its production of valuable ore from its large reserves. The mine has been opened up after several years' steady work and but little ore has been shipped. Now the company will show results. The property belongs to the Moffat-Smith syndicate.

The output of ore from Gilpin county in April was the largest yet recorded in the history of the county. The total shipment amounted to 398 cars, a gain of 25 per cent. over the corresponding month last year. The Topeka mine this week shipped a carload of ore estimated to be worth $20,000.

Miners about Silver Plume are closely watching the work of opening up the new gold district on McClelland Mountain, three miles up the main gulch above the town. This had always been considered a barren field, but prospectors have kept digging and they made a find of 18-ounce ore with high silver values just as the winter shut in. Although the snow is very deep the trail up the mountain slope is kept open by prospectors eager to stake out claims.

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EXPORT RATES ON GRAIN.

IMPORTANT INVESTIGATION BY THE INTERSTATE COMMISSION.

It Is to Inquire Into the Discrimination Between Grain Transported to the Seaboard for Domestic Use and Grain Transported for Export—First Hearing Here To-Day.

WASHINGTON, May 14.—To-morrow morning the Interstate Commerce Commission will begin in New York the most important investigation in the history of the commission and one which affects not only the railroad and shipping interests of the United States, but is closely connected with its export trade. On the result of the investigation depend the conditions under which the export trade in wheat and wheat products must be conducted in the future. The matter to be investigated is the discrimination by carriers between grain transported to the seaboard for domestic use and grain transported to the seaboard for export purposes. It has been an open secret for years that grain and flour intended for export was carried to the seaboard at rates as much as 50 to 75 per cent. lower than grain or flour intended for home consumption. Naturally it has been a matter of protest on the part of shippers of grain for domestic uses, who fail to see why they should be made to pay the profit on all the grain transported and who wish to compel the exporter to bear his share of the burden.

For some time the Interstate Commerce Commission has been considering this question. Unfortunately, it does not see its way clear to remedy the situation. There appears to be no law under which it can act. But if the investigation to be conducted this summer results in proving to the satisfaction of the commission that the discrimination is unjust and unnecessary, legislative action by Congress will likely be requested in a special report by the commission. As a preliminary step, the commission some time ago informally charged a number of the leading railroads with undue discrimination in favor of the exporter of food products as against the domestic shipper to the seaboard, and requested the roads to answer the charge by May 1. All of them did so, a variety of opinions being expressed. All the roads admitted the practice, but defended themselves on the ground that long usage and practice made such action necessary, and most of them held that if the export trade of this country in these products was to continue as successful as it has been, this discrimination must also continue. Several of the roads, however, maintained that the favoring of exporters of grain and flour was neither just nor necessary. They contended that the exporters should stand on the same footing with the shippers of grain for domestic consumption, and, as it cost no more to carry the one than the other, the rate to the seaboard should be the same.

The right of the Interstate Commerce Commission to regulate the rates on grain and flour for export purposes is denied by many of the roads, and the commission is itself doubtful on this point, but it at present believes the discrimination is unjust, and the hearings are to be held with an idea of permitting the roads to adduce evidence to support their contentions if they can. The first hearing is to be held in New York, to give the Eastern roads an opportunity to present their case. Other hearings will be held in St. Louis and Chicago, and probably other cities, as the commission wishes to make the investigation as thorough and exhaustive as possible.

On a question of such vast importance as this there is much to be said on either side, and the discussion promises to be elaborate and fruitful. For some years past the railroads have been affected by what might be termed almost a craze to secure the carrying of grain for export. Whether induced by rivalry or by secret rate cutting, or by some other cause, it is a fact beyond dispute that rates on grain to the seaboard for export have been cut so low as to leave nothing but the slightest margin of profit for the carrier, and in many instances the rate is such that the road carries this grain at a loss. Under such circumstances the roads must make up their loss and secure a margin of profit, if possible, off the rate on grain transported for domestic consumption. To such an extent has this evil grown that it is admitted there is nothing so demoralizing to the whole subject of stability of rates as this, and the assertion was recently made by the representative of a road devoted almost wholly to the grain-carrying trade that in his opinion the railroads of the country lost money on every pound of grain transported.

It may seem strange at first glance, but many railroad men, exporters and others who have the best interests of their business and of the country at heart, would prefer to place obstacles in the way of the exporting of grain rather than to facilitate it, especially at the expense of the domestic consumer. This is because they wish to send the manufactured product abroad, instead of shipping the raw material. Instead of having the American wheat ground in English or other foreign mills they want it ground in American mills. They contend that if such were the case, all the money now spent abroad in turning American wheat into European flour would be spent in this country, to the immense benefit of the American millers and laborers. Hundreds of flouring mills now scattered all over the product abroad could increase their capacity and hundreds of others could be maintained simply in grinding the wheat now exported.

The great benefit to the flour trade to be derived from such conditions may be readily seen. They further point out that if flour were shipped instead of wheat, more time could be devoted to the shipment. As it is now, when the crop is harvested and begins to move, the carrying capacity of many of the roads is taxed to its utmost to handle the immense volume of traffic offered them. Some weeks, when excessive equipment of rolling stock is demanded and the roads are rushed through the busy season. Then comes a time when business is dull, and to stimulate trade and find employment for their surplus rolling stock it becomes necessary for the railroads to put the rates down as low as possible. On the other hand, if the wheat were to be made into flour before export, it could be moved to the mills, and then, as the flour poured from the mills, it could be transported to the seaboard in a regular manner, affording carrying trade for the railroads all the year around and doing away with the necessity of carrying excessive equipments or stimulating trade by discrimination in rates.

Another matter which is attracting much attention is the long and short haul to the seaboard. Grain from the great wheat belt of the Central and Northwestern States finds its way to Europe through New York, Boston, Baltimore, Mobile, Savannah, New Orleans and Galveston. Newport News and perhaps one or two other places are also looming up as outlets for grain and flour. The wheat belt is, however, much nearer the Gulf ports than those on the Atlantic seaboard. Kansas City is 800 miles from Galveston and 1,800 miles from New York. St. Louis is 600 miles from New Orleans and 1,900 miles from New York. Naturally the haul to the Gulf ports is less expensive to the roads than the haul to the Atlantic. Formerly this made little difference, for vessels drawing more than twelve feet of water could not enter Galveston harbor. The Government expended $3,500,000 in improving the harbor, and now, instead of lightering all their cargoes, the largest grain vessels go to the piers in Galveston, where they find all the elevator and other facilities they could desire. The same is true of New Orleans, and Congress has been asked to expend many millions more in improving these two harbors. Another advantage which the Gulf ports have lies in the fact that most of the vessels carrying grain from these ports are primarily designed for the cotton-carrying trade. Cotton is bulky, but not weighty, and these ships were formerly accustomed to carry ballast in the hold. Now they find that 30,000 to 50,000 bushels of wheat lying along the keel tends to keep the vessel trimmed to the water's edge, with the necessity of ballast. Yet it does not diminish in any degree their cotton-carrying capacity. Consequently these vessels can carry grain at lower rates than the vessels plying between the Atlantic ports and Liverpool.

There is, however, one advantage possessed by the Northern routes, which, being due to nature, can never be taken from them. Grain, and especially corn, sometimes is cut in the Western States before being thoroughly dried. Shipping such grain by the Southern route, it passes into a warmer climate, is placed in the hold of the vessel, and, en route to Europe, passes through the warm Gulf Stream. The natural heat of the grain not having been exhausted, and subjected to the warmth of the air and then of the Gulf stream, the milk in the corn ferments, and before the vessel reaches the other side the grain is rotten. This is a disadvantage to the shipper, who loses his grain, and also to the skipper, whose vessel, even though made of iron, is liable to strains and cracks owing to the swelling of the fermenting grain.

Some years ago Galveston exported 6,000,000 bushels of corn, which caused it to plume itself greatly. The next year the exportation fell to one-third of this amount, owing to the above case, and that was exemplified by the case of 500 carloads of corn belonging to one exporter, which commenced to ferment while on the tracks at Galveston. The exporter knew the corn was worthless and refused even to have it unloaded. So while the shippers are willing to utilize the short haul prices to bring down the prices on the long haul they prefer to ship by the Northern route, and every twoor three years there comes a season when shipment by the Northern route, except to South American ports, becomes a necessity. For this reason the supremacy of the Atlantic ports in the grain-shipping trade will never be taken away by the Gulf ports.

RAILWAY BUILDING IN CHINA.

Work to Be Begun This Month Upon the American Syndicate Line.

TACOMA, Wash., May 14.—According to mail advices from Pekin, China, the construction of the portion of the Grand Trunk Railway from Hankow to Canton is to be commenced this month under the joint auspices of the Chinese and the American (Brice) syndicate. This information has been furnished by Chang Taotai, formerly Consul-General at Singapore. The line will begin at Canton, pass Fatshan to the city of Samshui, at the junction of the West and North rivers. From this place the line will go across and enter Hunan, joining at Hankow the Luhan Railway. When completed there will be direct railway communication between Pekin and Canton.

Chinese officials in Pekin are fully pledged to a policy of railway construction throughout the various provinces, and are doing all they can to influence the lesser officials scattered about the country to lend their aid in every way to protect the agents of the various syndicates in their preliminary survey and other work. To what extent this protection is available or of service is a doubtful matter, as five of the principal provinces remain in open revolt.

The British-Chinese railway syndicate has just obtained a concession for a road to run from Canton to Chengtu, an important city in the wealthy province of Szechuan. At Suifu it will bisect the future Yunnan Railway, now being surveyed, which will be an extension of the Burma line.

CHINA'S AILING EMPEROR.

Sinister Rumors Continue Concerning the Dowager Empress's Watch Over Him.

TACOMA, Wash., May 14.—Mail advices from Pekin, China, state that the Empress Dowager is soon going to the Eino Palace and the Emperor is to accompany her in order to insure him the attention his delicate health demands! The Ministers in Pekin have not yet been favored with the usual New Year's audience. The time for it has long passed and no one seems to know whether it will take place this year or not.

According to precedent the Imperial Grace examinations should have been announced long ere this, but not a word has been said, and if the silence continues much longer it will augur badly for Kuang Hsu's chances of seeing the thirtieth year of his reign commemorated in the usual way. A Pekin correspondent writes: "A Manchu who has very intimate relations among the 'Old Lady's party' told me that the health of the Emperor is about as it was when Dr. Dethieve last saw him. Though far from strong, he walks out and finds considerable enjoyment in feeding the pigeons, who are the only visitors allowed to see the solitary man, the lawful ruler of three or four hundred millions of people."

Late appointments afford further proof of the avowed determination of the Empress Dowager to discard wherever practicable Chinese incumbents of high officers and replace them with Manchus, Mongols or Chinese Bannermen.

MARINE INTELLIGENCE.

MINIATURE ALMANAC—THIS DAY.

Sun rises	4 48	Sun sets	7 10
Moon sets	11 57		

HIGH WATER—THIS DAY.

Sandy Hook	11 58	Gov. Isl'd	12 10
Hell Gate	2 08		

Arrived—SUNDAY, May 14.

Ss Statendam, Bonjer, Rotterdam May 4 and Boulogne 5th.
Ss La Bretagne, Rupe, Havre May 6.
Ss Slavonia, Layland, London.
Ss Vincenzo, Rizzo, Palermo.
Ss Powhatan, Mills, Gibraltar.
Ss Barbarossa, Richter, Bremen.
Ss Deutschland, Schirrhorst, Rotterdam.
Ss San Augustine, Quevedo, Havana.
Ss City of Kingston, Mader, Port Antonio.
Ss Pretoria, McKenzie, Bermuda.
Ss Curityba, Poppe, Matanzas.
Ss Adra, Harris, Gibraltar.
Ss City of Macon, Savage, Savannah.
Ss Hamilton, Dole, Norfolk.
Ss Horatio Hall, Bragg, Portland.
Ss H. M. Whitney, Hallett, Boston.

[For later arrivals see First Page.]

ARRIVED OUT.

Ss Bremen, from New York, at Southampton.

SAILED FROM FOREIGN PORTS.

Ss Umbria, from Queenstown for New York.

OUTGOING STEAMSHIPS.

Sail To-Day.

	Mails Close.	Vessel Sails.
Comanche, Charleston		3 00 P M

Sail To-Morrow.

Sobralense, Para	2 00 P M	4 00 P M
Lahn, Bremen	7 00 A M	10 00 A M
C. of Washington, Progreso	1 00 P M	3 00 P M
Tartar Prince, Azores		
Excelsior, New Orleans		3 00 P M
Portugal, Rio Grande		9 30 A M
Bellanoch, La Plata	10 30 A M	1 00 P M
Evelyn, Porto Rico	12 00 M	2 00 P M
South Cambria, Hayti	1 00 P M	3 00 P M

Sail Wednesday, May 17.

Teutonic, Liverpool	9 00 A M	12 00 M
St. Paul, Southampton	7 00 A M	10 00 A M
Southwark, Antwerp	10 30 A M	12 00 M
Seneca, Havana	1 00 P M	3 00 P M
A. R. Thorp, Curacao	11 00 A M	1 00 P M
Pawnee, Charleston		3 00 P M
Leona, Galveston		3 00 P M
Antilla, Nassau	1 00 P M	3 00 P M

INCOMING STEAMSHIPS.

Due To-Day.

Batoum	London	April 26
Origen	Barbados	May 4
Alasia	Gibraltar	April 28
Panama	Bordeaux	April 28
Gevenum	Lisbon	April 28
Wells City	Swansea	April 29
Leon	Galveston	May 2
Algiers	New Orleans	May 9
Philadelphia	Ponce	May 10
Fontabelle	St. Thomas	May 9

Due Tuesday, May 16.

New York	Southampton	May 10
Cevic	Liverpool	May 6
Westerland	Antwerp	May 2
Buenos Ayrean	Glasgow	May 2
Adana	Gibraltar	May 2
Pawnee	Gibraltar	May 7
Mexico	Havana	May 10
Adirondack	Port Limon	May 9
Hudson	New Orleans	May 10
Cearense	Para	May 4
Karthago	Havana	May 11

Due Wednesday, May 17.

Saale	Gibraltar	May 8
Karamania	Gibraltar	May 3
Orion	*Shields	May 2
El Monte	New Orleans	May 12
Kaiser Friedrich	Bremen	May 10

Due Thursday, May 18.

American	London	May 5
Koenigin Luise	Bremen	May 6
Servia	Liverpool	May 9
Chateau Yquem	Gibraltar	May 4

Due Friday, May 19.

America	Belfast	May 6
Thingvalla	Christiansand	May 8
Francisco	Hull	May 6

Due Saturday, May 20.

St. Louis	Southampton	May 13
Umbria	Liverpool	May 13
La Touraine	Havre	May 13
Brooklyn City	Swansea	May 6
Patricia	Hamburg	May 8
Croma	Dundee	May 6
Cymric	Liverpool	May 10

Business Notices.

Avoid all danger of disease from drinking impure water by adding 20 drops of the genuine imported Dr. Siegert's Angostura Bitters.

DIED.

BARTON.—On Saturday night, May 13, 1899, at the residence of Dr. E. B. Houghton, 19 St. Nicholas place, New York, Caroline A. Barton, daughter of the late Rev. John Barton of Clinton. Interment at Clinton, N. Y.

FLOWER.—Suddenly, on May 12, 1899, at the Long Island Country Club, Long Island, Roswell P. Flower, in the 64th year of his age.

Funeral from St. Thomas's Church, 5th av. and 53d st., on Monday, 15th inst., at 4:30 P. M. Interment at Watertown.

The officers of the Grand Lodge are fraternally requested to attend the funeral services of our late associate, Brother Roswell P. Flower, Chairman of Committee on Hall and Asylum Fund, at St. Thomas's Church, 5th av. and 53d st., on Monday afternoon at 4:30 o'clock.

WILLIAM A. SUTHERLAND,
Grand Master of Masons in the State of New York.
E. M. L. EHLERS, Grand Secretary.

REESE.—On Friday, May 12, at the residence of his brother-in-law, George A. Crocker, 5 West 49th st., William A. Reese, son of the late Jacob Reese of this city, aged 59 years.

Funeral services at St. Bartholomew's Church, Madison av. and 44th st., Monday, May 15, at 10 A. M.

SAVAGE.—At the parsonage, Orange, N. J., on Thursday, May 11, the Rev. Charles Albert Savage, pastor of the Orange Valley Congregational Church.

Funeral service will be held at the church (Highland av. station), Orange, on Monday, May 15, at 4 P. M.

SMITH.—At his residence, 27 Alexandra Drive, Liverpool, England, on May 14, 1899, Elisha Smith of the late firm of Henry Nash & Co. and son-in-law of John T. Agnew of this city.

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PAID HIGH FOR A DRINK.

Woman Says She Gave Up a $20 Bill and Was Ordered Out by Way of Change.

Mary Wright of 415 West Thirty-first street was complainant in the Yorkville Police Court yesterday against John Lahey, a bartender in Smith's saloon, at 449 Third avenue. She said she gave him a twenty-dollar bill in payment for a drink and he never gave her change for the one-dollar bill and ordered her out of the place. The prisoner denied that he had taken any money from the woman, but Magistrate Wentworth held him in $500 bail for examination.

Court Calendars This Day.

Appellate Division—Supreme Court.—Adjourned until Tuesday, May 16, at 1 P. M.

Supreme Court—Special Term.—Part I.—Motion calendar called at 10:30 A. M. Part II.—Ex-parte matters. Part III.—Clear. Motions. Demurrers—Nos. 1042, 1047, 1048, 977. Preferred causes—Nos. 2139, 1833, 8403. Part IV.—Clear. Law and Fact—Nos. 2986, 3324, 3331, 3365, 3372, 808, 836, 1622, 2970, 2951, 7285, 3309, 3529. Part V.—Clear. Cases from Part IV. Part VI.—Clear. Cases from Part IV. Part VII.—Clear. Elevated R. R. cases. Trial Term.—Part II.—Case unfinished. Preferred causes—Nos. 3036, 4239, 9146, 8062, 8284, 8064, 8724, 8955, 8876, 8281, 8402, 8587, 8717, 8508, 8561. Part III.—Clear. Nos. 4516, 3462, 4721, 4769, 4771, 4772, 4778, 4102, 436, 46, 4207, 1872, 3481, 4270, 4271, 4404, 4453, 8343, 8445, 8403, 3003, 9485, 4693, 3679, 2170, 1213, 4463, 2674, 4804, 4806, 4829, 3486. Part IV.—Clear. Cases from Part III. Part V.—Clear. Cases from Part III. Part VI.—Case unfinished. Cases from Part III. Part VII.—Clear. Nos. 4589, 9171, 4593, 4594, 2922, 4607, 2936, 4617, 4602, 4838, 4834, 3183, 4650, 2639, 1521, 2279, 3026, 1861, 4749, 4339, 9168, 2746, 2908, 2909, 9173, 3960, 9496, 1017, 2903, 4094, 2952. Part VIII.—Clear. Cases from Part VII. Part IX.—Clear. Cases from Part VII. Part X.—Clear. Cases from Part VII. Part XI.—Clear. Cases from Part VII. Part XII.—Clear. Cases from Part VII.

Surrogate's Court—Chambers.—Case on, No. 1450. Will of Rachel L. Kennedy, at 10:30 A. M., and Nos. 1457, 1436, 1382. For Probate—Wills of Maria Wood, Bridget Gulham, Katharine Reisel, Geoffroy Emerie, Therese Gebhard, Mary A. Reynolds, Henrietta Neimann, James Lenihan, at 10:30 A. M.; Nathaniel Spiess at 2 P. M. Trial Term.—Estate of George Hamilton at 10:30 A. M., and Nos. 1404, 1449, 1453, 1450, 1402.

City Court, Special Term.—Court opens at 10 A. M. Motions. Part I.—Clear. Nos. 2242, 556, 8857, 2558, 3503, 3373, 3767, 2049, 4425, 3346½, 3175, 3178, 3182, 3578, 3777, 3444½, 3595,