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STEAMER PORTLAND WRECKED ON ROCKS

Strikes Reef While Trying to Pick Up Buoy--All Passengers, Crew, Mail and Express Saved But Vessel Is a Total Loss--Boat Had a Romantic History and Was Once an Opium Smuggler

Steamer Portland ran upon Spire Island eight miles below Ketchikan last week and is a total loss. All passengers were saved, as well as freight, being taken off in a small gasoline boat.

The steamer carried no mail nor express except a small quantity of local. The passengers were taken to Ketchikan and the Santa Clara carried them to Seattle.

The news came over the cable last Saturday to Operator Faust from other operators on the line. It is supposed that the news was carried first to Juneau by a Lynn canal boat as nothing has been received from Seattle.

The statement that the Portland carried no mail except local seems at first thought to be an error, until it is remembered that she sailed just ahead of the Oregon, and all through mail was left for the outside and faster boat.

Had Romantic History

The Portland was an old boat and boasted a romantic history. She was built on the Atlantic coast and was launched as the Haytian Republic. She ran for several years on the Atlantic and then was brought around to the Pacific, where she has since engaged in the coastwise trade.

About ten years ago the vessel was seized by the government as a contraband opium carrier and was sold under the condemnation at Portland. She was purchased by Portland men, who gave her the name of their city. When she was confiscated as an opium carrier she was on the Seattle-San Francisco run. She had long been suspected of being engaged in the opium trade for the famous opium ring which had its headquarters at Portland, and in which a U. S. senator, now dead, and a special treasury agent were involved. She was suspected of carrying opium both ways from Victoria and was finally caught with the goods.

Ice Bound in Bering Sea

When the Nome gold discoveries created an important port there the Portland was placed on that run from Seattle. In the spring of 1902 she was caught in the ice in Bering sea while trying to get into Nome before the ice went out, and was ice-bound fifty-five days. Capt. Lindquist, then as now, was her master, and he took the vessel safely through to Nome after days of ceaseless vigil which won commendation from the crowd of passengers on board. They passed a set of resolutions, complimenting his services in the most eulogistic terms.

The Portland and Jeanie sailed late in April that year for Nome, and although both were ice-bound for nearly two months, were carried far out of their way and never sighted each other, yet they sailed into the harbor at Nome almost together in July, being sighted from the shore at the same hour. The Nome City, sailing later, carried passengers upon a contract to refund \$50 of the passage money if she did not reach Nome first, and she won the race.

About two years ago the Portland was placed on the run from Seattle to Seward and Valdez, where she has since remained, sailing monthly by the inside passage. She was operated by the Alaska Commercial Company.

Departure Was Ill-starred

On her last trip the Portland sailed from Seward the morning of December 11. Superstitious persons may point with pride to the bad omen indicated by the ill luck which signaled her departure. In leaving the wharf in a heavy sea she was dashed against the fender piles of the viaduct between the two wharves, knocking the

piles down and dragging away the railing and stanchions of her deck. When she reached the entrance of Resurrection bay a terrific storm outside drove her back. All night she floated about in the harbor near the city, as the water in the bay was too rough for her to anchor. The waves were the highest ever seen in the bay since the town was built.

The Portland took only a few first-class passengers from Seward, but she had about thirty in the steerage. She undoubtedly added to the list at other ports. Her first-class passenger list from Seward was as follows, all persons well-known here: Mrs. W. C. Stull, F. L. Donovan, R. McGuirk, W. T. Baker, J. O. Wanzer, E. W. Young.

Seattle, Dec. 28.—The steamer Portland was trying to pick up the Spire island buoy when she went on the rocks, December 20. The news was brought by the Santa Clara, which arrived last night with part of the Portland's crew. The remainder of the crew are still with the vessel. Steamship Oregon sails tonight for Seward by the outside passage, with a full freight cargo and a large number of passengers.

Missing Buoy Was on Rocks

The steamer Portland was wrecked because the Spire island buoy had drifted out of its place to the reef where the vessel struck. This is a safe presumption because the Bertha brought the news that the buoy was out of place. Purser Sam Christian said in Seward that the Bertha saw that the buoy was misplaced and in a dangerous spot and the fact was reported at Juneau.

The officers of the Bertha heard nothing of the mishap to the Portland until they reached Valdez. They passed the luckless steamer a short distance this side of the scene of her disaster, and left Juneau before a later boat brought the story northward.

When informed of the cable story from Seattle in Thursday's Gateway stating that the Portland went ashore while trying to pick up the Spire island buoy Mr. Christian promptly said that it was not strange as the Bertha had found the signal misplaced. He said the Portland must have approached the buoy in heavy weather which made it impossible to see that it was out of its bearings and on the reef.

ALASKA SHIPPING GROWS

Annual Report of Secretary of the Interior Shows Big Total

The annual report of the secretary of the interior shows that the shipping of merchandise to Alaska is reaching large figures. The secretary says:

"Domestic merchandise shipped from the United States to Alaska from customs districts in Oregon, Puget Sound and San Francisco aggregated 11,227,519, of which \$9,573,800 was carried in American steam vessels, and \$1,547,810 was carried in American sailing vessels. The shipment of domestic merchandise from Alaska to the United States was of the value of \$10,698,694. The shipment of gold and silver coin from the United States to Alaska amounted to \$427,036, and shipment of coin from Alaska to the United States amounted to \$39,284. The total shipments of gold and silver from Alaska to the United States aggregated in value \$19,801,160.

"The imports of merchandise into Alaska from foreign countries were of the value of \$1,459,910, and the exports to foreign countries were \$1,073,026.

"The consolidated receipts from customs, including \$116,580.37 for duties on imports, were \$133,248.15, and the expense of collection amounted to \$69,739.35."

Find Platinum in British Columbia

On Bear Creek in the Nicola Valley, in British Columbia, a find of platinum has been made which is remarkable according to the report. The ore already ran \$50 a ton in silver and gold, and it was never suspected that there was any platinum in it.

Over \$10,000,000 is paid away yearly in sick benefits by friendly societies to male adult members in Great Britain.

BEGINS WORK OF TUNNEL BORING

Railroad Engaged at Both Ends of First Hole on Placer River Slope

Tunnel boring began the present week at both ends of tunnel No. 1, on mile 49 of the railroad. This is the tunnel which will be constructed by the railroad company. At the nearer end the work will be done by hand. At the farther end steam drills are being driven by a compressor. Most of the boring will be done from that end. The tunnel is to be 710 feet long.

Track laying proceeds slowly. The rails are now close to the big rock cut on mile 45, which will soon be completed, and before the end of January the track will extend to the end of mile 47, which will be the terminus for the winter. The extension of the rails is gradually lessening the length of the sled road over which supplies for the tunnel camps are taken. The work is not rushed because only a few tracklayers are now employed and the cuts on the new grade are pretty well snowed in, which makes a lot of shoveling necessary just ahead of the tracklayers.

Little snow has fallen out on the line during the past week, and the temperature until a day or two ago was only a few degrees below the freezing point. The cold snap has dropped the mercury close to zero at the front but the work in progress is such that sharp weather does not interfere with operations. It is nearly all rock work now.

Mechanics are engaged in putting together the big rotary plow which came up on the Santa Ana, and it will be ready to go out on the line in another week. There are several carloads of the pieces and the task of combining them requires no little mechanical skill as well as hard work. The work is being done at the railroad dock, where the machinery was taken off.

General Manager Poland has been out over the line for two weeks, going as far as Turnagain Arm to inspect winter operations. He will not return until after New Year's Day. J. B. Cameron, engineer of construction, has been at the front almost constantly for several weeks, superintending the preparations for tunnel work and other details.

SUBPOENA ORDER IN EFFECT JANUARY 1

E. Finch Pitman Comes to Seward to Take Charge of Custom House Business

Among the passengers on the Santa Ana was E. Finch Pitman, the deputy collector of customs for this port, who will open the local customs office January 1. The order of the secretary of the treasury creating a subport here takes effect with the beginning of the new year. Mr. Pitman was accompanied by Mrs. Pitman and their child. He was formerly stationed at White Pass, but has spent the last month in Juneau studying up the methods of a seaport office.

It was arranged by cable some time ago to erect a building specially for the custom house, but the lack of building material has made that impossible, and temporary quarters will have to be secured until the new building can be constructed. Work will begin upon it as soon as lumber arrives, which will be very soon, as two large cargoes are daily expected to sail from Seattle.

The creation of a subport does away with the sending of Seward boats around by way of Valdez when their entire cargo is for this port. After January 1 they can clear both ways from Seward and need not report elsewhere unless they have business requiring it.

Takes in Farm Implements

Buck Hoyt, of the Gulkana road house, is in town this week after supplies and farming implements. He will take in a mower, rake, plow, harrow, wagons, etc., to be used in cultivating the homestead near the roadhouse.—Valdez Prospector.

Boston consumed 63,732 barrels of baked beans last year.

TRIES TO LEASE ALASKA CABLES

J. T. Flynn in Washington for a Syndicate Which Promises to Reduce Rates

By Cable to The Daily Gateway.

Washington, D. C., Dec. 28.—J. T. Flynn of Seattle is trying to obtain a lease of the government cable lines to Alaska for eastern capitalists. He represents a syndicate which was planning to lay a private cable line to Alaska when the government took the initiative.

Flynn claims that his syndicate can operate the lines at lower rates than the government is now doing and he denounces the Nome residents who are opposing the lease.

Alaska Cable Pays Its Way

The annual report of Gen. Greely, chief of the government signal service, shows that the earnings of the government cable and telegraph lines in and to Alaska earned more than \$100,000 from commercial business in less than a year and a half, since the cable was laid. During the same time government messages were transmitted which at commercial rates were worth \$71,349.

HITCHCOCK FAVORS ROADS FOR ALASKA

Secretary of Interior in Annual Report Says they Are Necessary for District

In his annual report to Congress Secretary Hitchcock of the interior department urges extensive building of railroads and wagon roads in Alaska, saying that the permanent population of the territory cannot be expected to increase rapidly nor can its agricultural lands be settled until better transportation facilities exist. The secretary says:

"Complete developments of Alaska's resources must await improvement of transportation facilities. This can be brought about only by the construction of one or more trunk lines of railway, supplemented by the building of wagon roads. The locations of such railroads and wagon roads must be determined by explorations which shall ascertain not only the best routes but also the distribution of the mineral wealth. While the present investigations will in time cover this field, it would be advantageous to complete these explorations at an early date—say, within two years. It is estimated that the total cost of the necessary explorations, covering an area of about 50,000 square miles, will be \$200,000.

"The governor of Alaska, John G. Brady, in his report discusses generally the condition of affairs in that district and among other things, urges the providing of better transportation facilities to the river valleys as an incentive to settlers to locate and make their homes there.

"Several lines of railroad, in addition to those already built, have been projected. The Alaska Central, leading from Seward, at the head of Resurrection bay, on Kenai peninsula, has cleared more than 100 miles; and when completed, will terminate somewhere in the Tanana valley, towards Fairbanks, a distance of 420 miles. It is intended to keep 1,700 employees on the road construction during the entire year, as was done last year, owing to the favorable climatic conditions. This road will be of incalculable assistance to the gold field expected to be opened up in the Susitna valley.

"In order to encourage transportation facilities, the governor inquires whether it would not be advisable to remit the license tax on railroads of \$100 per mile for each mile operated, and the tax of \$1 per ton per annum on the net tonnage of ocean and coastwise vessels doing local business for hire."

Working on Latouche Mine

George Barrack is working a force of fifteen men on the Blackbird group of copper mines at Latouche, which he recently purchased for an eastern syndicate. A tunnel, 550 feet in length, will be run to tap the ore body at a depth of 140 feet. This property adjoins the Beatson property on the north end of Latouche island.

REVOLUTIONISTS IN CONTROL AT MOSCOW

One Regiment of Soldiers Goes Over to Insurgents While Remaining Troops Are Wavering--Women Fight in Trenches Beside Men and Battle Area Extends Over Eight Miles

By Cable to The Daily Gateway.

Moscow, Dec. 28.—Twenty thousand well-armed and organized rebels are in control of the city of Moscow, backed by tens of thousands of workmen and women all over the city, with a variety of weapons. Women are fighting in trenches beside the men. Part of the troops have gone over to the revolutionists and the remainder are wavering.

The fighting area covers a district of eight square miles. During the past two days the actual fighting has been desultory and the damage to life and property has been insignificant compared to what it was previously.

St. Petersburg, Dec. 28.—Government officials admit that one regiment of soldiers has joined the insurgents in Moscow. It is reported from Poland that armed rebellion on a large scale is planned there and that an outbreak is hourly expected.

In this city no serious disturbances are occurring as the city is completely patrolled by large bodies of troops, but it is known that the revolutionists are actively planning a revolt.

Capture Revolutionary Leaders

St. Petersburg, Dec. 27.—The police last night captured all the members of the fighting revolutionary committee in a conference. Their leader is a man named Schoolman. The police also seized a detailed plan for an uprising in which bombs were to be employed simultaneously in various parts of the city to begin the fighting. It also outlined plans for the distribution of arms and the disposition of the revolutionary forces.

Moscow, Dec. 27.—Telegraph lines are being cut and bridges blown up in all directions by the insurrectionary forces to prevent outside communication and the arrival of reinforcements to the troops. Fighting has practically ceased for the present. Among the wounded are large numbers of young boys and girls.

The revolutionists have a story today that 80,000 armed workmen from outside towns are on their way here to fight in the rebel army.

St. Petersburg, Dec. 26.—Revolutionary leaders in the capital have adopted a plan for a republic, which they announced today with a proclamation declaring armed resistance to the authority of the government. The workmen have been arming steadily and will be able to offer desperate battle whenever an outbreak comes.

Orders were issued this morning to the military commanders to test the loyalty of the troops by assigning them to positions where they will be in contact with the revolutionaries, so that any indications of mutiny are apt to become palpable. It is also expected that disorders may frequently occur and the conduct of the troops in suppressing them will afford a test of their feeling.

Wholesale arrests of revolutionary leaders and workmen are made daily and the prisons are filled with suspected persons. No public assemblies are permitted and all revolutionary meetings are held secretly and at night. Many of these have been broken up by the police and the participants arrested.

Thousands Killed and Wounded

Moscow, Dec. 26.—Fighting is still in progress here and 5000 have been killed already and 14,000 wounded. The revolutionists are throwing bombs with deadly effect and thousands of houses have been burned. Many streets are like shambles, while the blackened ruins of burned buildings add to the ghastly appearance of the region where the battle has chiefly been fought.

The revolutionists are using English machine guns and the troops are barely holding their own, although they have several times swept the streets by cannonading. The greater number of the revolutionaries enables them continually to renew the fighting in new quarters and they harass the troops from all directions. No prospect of a cessation of the fighting is in sight.

Moscow, Dec. 25.—Desperate fighting between the troops and revolutionists began yesterday in this city, and 1000 men were killed and a much larger

number were wounded. Part of the gendarmes and Cossacks joined the revolt but the great body of the troops remained loyal, and drove the revolutionists through the city with a battery of machine guns which wrought fearful havoc.

The army is absolutely isolated, as the revolutionists have cut off all communication, and the troops are fighting for their lives as much as for the government. The numbers of the revolutionists are constantly increasing and in spite of their temporary defeat a renewal of the fighting is hourly expected.

St. Petersburg, Dec. 25.—The czar fears for his throne as the revolutionists are daily becoming stronger and their attitude more menacing. An outbreak is possible at any hour. Witte has ordered the troops not to spare ammunition in case of a disturbance, and any open disorder will doubtless be followed by bloodshed. Throughout the empire the army officers in charge have been instructed to put down any attempt at revolt by the most relentless methods.

Warn Czar to Leave Russia

St. Petersburg, Dec. 23.—The czar has been warned by missives to leave Russia, and he fears assassination at the hands of revolutionists. He is closely guarded in his palace at Tsarskoe-Selo by large bodies of troops, strong enough to resist almost any attack if they remain loyal.

Nicholas blames Witte for not stopping the disorders throughout the empire. He believes that more drastic measures should be taken against the revolutionists, and the reactionaries around him are constantly urging that Witte is unequal to the situation.

PROGRESS IN SURVEYS

Government Work in Alaska Extends Over Wide Area

Progress of government surveys in Alaska is reported as follows by the secretary of the interior in his annual report:

"The work of the division of Alaskan mineral resources was continued along the same general lines as in previous years, with the aim, as far as means permit, of keeping abreast of the active mining developments. This necessitated the limitation of the operations to the fields of known economic importance, to the neglect of unexplored regions.

"Nine expeditions were dispatched to Alaska during the summer of 1904. As some of these were subdivided, fourteen parties in all were engaged in surveys during most of the summer. The geologic work included a continuation of the study of the gold and copper bearing regions of Southeastern Alaska, of the gold-placer districts of the Yukon-Tanana region, of the Seward Peninsula, and of the Cook Inlet region; also a reconnaissance of the Cape Lisburne coal fields and a continuation of the study of the coal-bearing rocks of the Pacific littoral. Incidental to this a further study of the petroleum fields and tin deposits was made. Topographic reconnaissance surveys (scale 1:250,000) were made of 4,500 square miles in the Yukon-Tanana region, and of 1,600 square miles in the Cook Inlet region, and a detailed map (1:62,500) was made of about 600 square miles near Nome. Of greater immediate interest to the miner was an investigation of the methods and costs of placer mining in Alaska, the report on which has been published (Bulletin No. 262).

Indians Sell Meat to Dawson

A great train of dog teams arrived in Dawson this morning from the Rocky mountains with tons of fresh meat for the Dawson market. Twenty-five Peel river braves, two mothers of the tribe and two children made the journey with the party.

The outfit was eight sleeps making the journey from the hunting grounds to Dawson. The meat brought is caribou and mountain sheep. Little moose was found by the Indians this time.

The dog teams are among the finest ever seen here, and all the animals are gaily decorated with ribbons and rosettes made by the native women.—Dawson News.