

THE NICARAGUA CANAL

An Address to the People of the United States From the Company.

COST OF CANAL CONSTRUCTION.

One Hundred Million Dollars and to be Complete in Five Years.

THE GREAT SAVING IN DISTANCE.

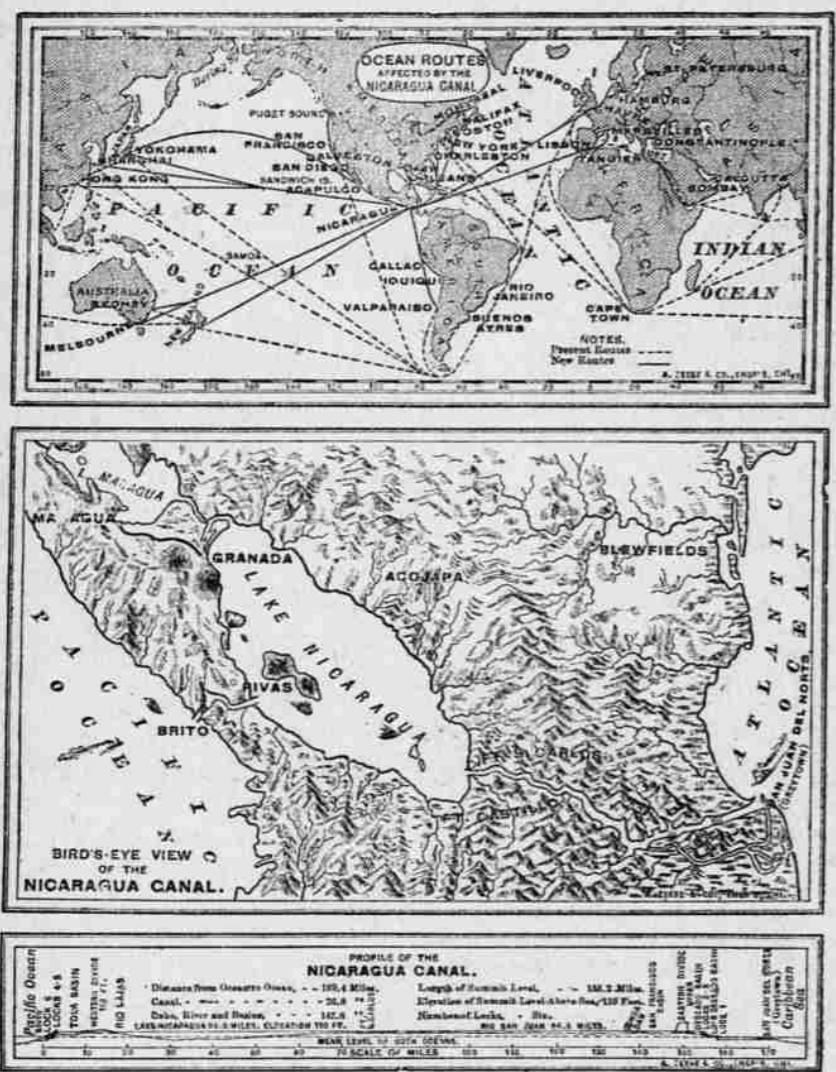
How it Will Enable the Pacific Coast to Lead out on the High Road of Prosperity.

The committee appointed by the National Nicaragua Canal Convention at its meeting in St. Louis, to prepare an address to the American people giving information as to the feasibility of the Nicaragua canal and its commercial and other advantages to the United States, has just finished the preparation of such address, which takes the position that a canal, joining the Atlantic and Pacific oceans, should be constructed for the

The fruit industry would quadruple in two years from the opening of the canal for business and fast refrigerator steamers would deliver fruit to New York in ten days, to Liverpool in fourteen days, and to New Orleans in eight days. The mountains of the Pacific coast are rich in lead, copper, silver and gold, while the plateaux and valleys afford a cereal belt with a soil more durable, and more favorable seasons for seeding and harvesting than any part of the world, and the committee thinks the completion of the Nicaragua canal is only needed to develop that country to production of gigantic proportions and double the population of the Pacific coast in a few years.

Among the beneficial results foreseen are a more practical drawing together of the remote parts of the vast domain of the world and a firmer cohesion of the widely-separated sections of the United States, added to a stronger feeling of neighborhood and community between the Atlantic and Pacific seaboard. The consummation of the work, whose feasibility has already been demonstrated, is asserted to be of far greater importance to the western hemisphere than the Suez canal is to the eastern. It is said that no precedent can be cited upon which to predict the future of American commerce when the gateway of the Inter-Oceanic canal across Nicaragua shall be open to it.

The biggest dredging plant in America, the former used at Panama, has been purchased, and over a mile of the canal



most important commercial, strategic and patriotic reasons, and declares that the only feasible route for such a canal is by way of Nicaragua.

It appears that all the engineers have agreed in expressing a decided preference for the Nicaragua route, because, among other reasons, only 26 3/4 miles of the entire distance of 189 1/2 miles from the Atlantic to the Pacific ocean through Nicaragua, will have to be excavated. The other 142 3/4 miles consist of Lake Nicaragua, the San Juan river and depressions in the surface of the earth. Lake Nicaragua will constitute a harbor sufficient to accommodate the navies and commerce of the world. It is 100 miles long, sixty miles wide and is 250 feet at its deepest points. Vessels entering the canal from the Atlantic ocean will sail on a level with the ocean for 12 1/2 miles, at the end of which they will be raised by three locks to the level of the lake. They will sail along the San Juan river and the lake on the lake level to a point within three and one-half miles of the Pacific ocean. Here they will be lowered by the locks to the level of the Pacific ocean.

The committee says the cost, including the payment of interest during the progress of the work, will be less than \$100,000,000, and the time required for the completion of the work is within five years.

What a commentary this is on our snail like pace at the cascades of the Columbia. The address shows that the distance saved by the canal between New York and the Columbia river is 5,665 miles. The wheat crop of the Pacific coast in 1891 was over 1,800,000 tons and eighty per cent of the wheat was exported by sailing vessels and a large proportion of it passed around the Horn. The Nicaragua canal by shortening the route to Atlantic ports would not only save the producer cost of freight but the revenue of the canal at \$2 per ton toll would be nearly \$3,000,000 on wheat alone. It is shown that there are 500,000,000 thousand feet of merchantable timber in Washington and Oregon to the value of which over \$2 per thousand feet would be added by cheap water transportation via the Nicaragua canal. The gross addition to the value would amount to the enormous sum of \$1,000,000,000, even at this low estimate of \$2 additional.

has been dredged. The exclusive franchise of the steam navigation of the San Juan river and lake Nicaragua and an extensive plant for the navigation company have been acquired. The government of Nicaragua has acknowledged that the company has complied with the canal grant, which provided that \$2,000,000 must be expended the first year. It is shown that the amount of money spent to date on the enterprise is over \$8,000,000. The enterprise is endorsed by the leading business men of the country, and that it will be judiciously and economically managed is assured by the character of the board of directors, who, by the charter of the company, are accountable to the government of the United States. The secretary of the interior has the power to make public all the details of the corporate management, thus protecting the investor against misuse of the money.

The Suez canal, it is shown, saves only 3,600 miles around the Cape of Good Hope, as against 10,000 miles saved by the Nicaragua canal. The committee says it is no longer a question whether the canal will be built or not. The only question is as to who shall build it, and who shall control it when built? It says it has been informed that European syndicates have already made overtures to the canal company, but the committee believes the United States cannot afford by carelessness, hesitation or neglect to permit an enterprise of such magnitude and of such far-reaching advantage to pass under the control of any foreign company. "It therefore behooves us," the address concludes, "as a nation conscious of the power we wield and of the greater influence we may exert upon the destinies of this continent, to perform the duties without delay which we deny other nations the privilege of assuming, and to adopt now the best means of securing the early completion of this work, whose advantages we are willing to share with the world but whose control should never be allowed to pass out of our hands."

Gov. Moore Arraigned.

Union Journal. Ex-Gov. Moore is doing his level best to turn Walla Walla county and the state of Washington over to Cleveland. Possibly he is doing this because Harrison made him an ex-Governor.

GAY NEW YORK CITY.

Beautiful Procession of Children in the Streets of Gotham.

SECOND DAY OF THE CELEBRATION.

All the Public Buildings and Offices Elegantly Decorated.

AN IMMENSE THROG PRESENT.

Reviewed by Vice-President Morton, Ex-President Cleveland and Mayor Grant.

NEW YORK, Oct. 10.—The celebration of the Columbus anniversary was taken up this morning with a parade of students in the schools and colleges, in which about 25,000 young people took part. It started at Fifty-seventh street, marched down Fifth avenue to Seventeenth street, back to Fifth avenue, and thence along Fifth avenue, and under the arch at University place, where the parade disbanded. The procession was made up of 20 regiments of grammar-school children numbering 10,500, and 1000 children from the Long Island city schools. Roman Catholic schools were represented by 5500 scholars. Then came the students of Columbia college to the number of 1000, University New York 1200, College of New York 500. These were followed by students of the medical and pharmaceutical colleges, art and other schools, uniformed military schools, private and other church and miscellaneous schools. The day opened at sunrise with a salute from the cannon of old Fort Columbus, on Governor's island.

The city is in gala attire. Everywhere public buildings, business houses and private residences, elevated trains, surface cars, wagons, trucks, cabs, even the horses, are decked with bunting and flags, streamers, gongs, rosettes, shields, festoons and garlands, in honor of the day. The weather is perfect with bright sunshine and crisp invigorating air. On improvised stands, front steps, windows, trucks and wagons, at the intersecting streets—in fact, everywhere—the coin of vantage was seized on by as many as could gain a footing to view the procession.

The marching column was reviewed by Vice-President Morton, Governor Flower and Mayor Grant. The boys preserved excellent order, and passed the stands with the steady tread of veterans. On one stand 2000 school girls, dressed in red, white and blue, sang patriotic songs as their mates passed by. Ex-President Cleveland was among the witnesses of the parade.

Lumber Ship Wrecked.

SAN FRANCISCO, Oct. 10.—The brig J. D. Spreckles arrived this morning from Kahului, Hawaiian islands, and reports the ship William A. Campbell, Captain Havens, from Fort Townsend for Queens-town, was abandoned in a gale August 28th, in latitude 14° north, longitude 120° west. The mate and ten men and a boy arrived in a boat at Kahului September 20th, but Captain Havens and wife and child and the remainder of the crew, who embarked in another boat, had not arrived when the Spreckles left, and it is feared they have been lost. The Campbell sailed August 2d for Queenstown, laden with lumber, valued at \$10,000, in command of Captain E. E. Havens, who was accompanied by his young wife and child. The captain belonged at Thomaston, Me., and was 26 years of age, and the Campbell was his first vessel.

Eggs vs. Glory.

Klamath Star. Said the Hon. John Minto: "The man who would breed a hen with the capacity to transmit to her progeny ability to lay twelve eggs per year more than the best hens now lay, would do far more to promote the actual welfare and enjoyment of the human race than he who breeds a horse which breaks the speed records." We suspect the Hon. Minto don't know how glorious it is to get there. Had John's father been bred with the capacity to transmit to his progeny the ability to breed horses with which to break the record, John would have been breeding horses now, instead of covering our glorious record-breakers with eggs instead of glory!

A Result of the Strike.

PITTSBURG, Oct. 10.—The Hebrews of this city have been in the habit of selling goods to pack peddlers on credit, and they in turn sold to the Homestead mill workers on credit. The Carnegie strike made the workmen unable to pay and the peddlers are unable to pay their creditors. The result has been the failure of half a dozen of the latter within a week with aggregate liabilities of over \$200,000.

THE SCREW STEAMER WINS.

Race Between Two of the Great Sound Steamers, Puritan and Peck.

New York, Oct. 8.—A sight rarely witnessed on the waters of Long Island sound was seen this morning in a race between two of the mammoth steamboats that comes to this city. The race was between the Puritan of the Fall River line and the Richard Peck of the New Haven line. It was a test between different systems of marine machinery, and to determine the relative qualities of the compound beam engine that goes with the sidewheeler and the modern triple expansion engine that drives the twin screw propeller.

The Puritan is a side-wheeler, one of the largest floating sound palaces, and the Richard Peck is the first screw steamboat to go in service on the sound. She was built on the Delaware river and has only been in service a month. The agents of the Fall River line sent a challenge to the people of the New Haven line to test the speed of their fast boats. The challenge was accepted, and it was decided the race should be between a point near Stratford shoals to Fort Schuyler, a distance of 56 miles.

The Peck left New Haven at 10:30 o'clock last night. When she got into the sound she slowed up and waited until the Puritan came up and the boats were stem and stern. Then they started, and for the first fifteen minutes neither seemed to gain an inch on the other. The passengers on each boat shared in the excitement, and though the weather was cold and rain was falling, most of them remained on deck. Finally the Richard Peck began to forge slowly ahead. Gradually the distance between the two boats increased, and at last the Puritan was left far astern. When the Richard Peck passed Ft. Schuyler the Puritan was a mile and a half astern and had lost the race.

Telephone Line Coming.

Pendleton Tribune. The local manager of the inland telephone and telegraph company here has for the past six months been trying to arrive at some understanding with the company and the people interested relative to building a telephone line from Pendleton to Pilot rock, Camas, Long creek, John Day and Canyon city. The manager has finally come to an understanding with the company which he thinks will be satisfactory to the people, as follows: "The people are to furnish the poles on the ground. The company will set the poles up, furnish wire, labor etc., and put the line in working order." This may appear to be asking too much, but when you consider the large bonus given to the railroads here and the large amounts offered for the building of factories, the asking is not too much. It will be a long time before a railroad or telegraph line will be built along the route mentioned, and the benefit of a telephone line until telegraph is completed, and even after, would be very great to Pendleton and other places mentioned. Manager Fletcher reports meeting with success in Pilot rock Saturday and is of the opinion that the line will be put in within the next sixty days.

A VERY CLOSE CALL.

A Passenger Train Saved from Destruction by a Tramp.

Passengers who wished to go to Portland Friday morning were delayed five hours at the start and the train did not get into Portland until 11 a. m. The cause of the delay was a slide in the Blue mountains, and it furnished some thrilling incidents. That the train was not hurled to destruction, and the passengers killed, was owing to the exertions of a tramp to save them. He reached the point ahead of the train, and seeing the danger built a fire on the track and commenced to remove the obstruction. He had been over the track the day before and knew about when the express train was due, so that when he heard it coming he seized a brand from the fire and dashed down the track to meet it. The engineer saw him, reversed his engine and almost brought the train to a standstill, when it struck the rocks. The place where the accident happened was on the side of a hill where the road-bed is built on a shelf out of the rock. At this point the road curves. Had the engine struck the obstruction at the speed at which it was running, the whole train would have been thrown into the ravine below. As it was, the forward trucks of the tender were thrown from the track. As soon as the passengers understood the situation and saw in what peril they had been placed, they made up a handsome purse for the tramp.

THE IDAHO CAMPAIGN.

Many Democrats Declare They Will Vote With the Republicans.

BIG MEETING AT BLACKFOOT.

The Cleveland Electors' Withdrawal Has Paralyzed the Party.

THE HEADLESS ROOSTER TYPICAL.

The Bone and Sinew of the Democracy Will Not Obey the Orders to Surrender to Weaver.

BOISE CITY, Oct. 11.—The largest political meeting ever held in Bingham county was held in Blackfoot, the home of Senator Dubois. Special trains ran from Idaho Falls and Pocatello bringing as many as 1000 people to Blackfoot. McConnell and Senator Dubois were present, and Sweet and Dubois spoke on issues of the campaign. Hundreds of democrats announced openly that they will vote the republican ticket and hundreds more say they will not vote at all. The withdrawal of Cleveland electors paralyzed the democratic party in Idaho and the democratic state committee is roundly denounced. In the torchlight procession at Blackfoot last night were many banners and transparencies. One represented a rooster with his head cut off, typical of the democratic party in this state. One had a motto, "Obey Orders from Tillinghast and Beane, Ye Democrats, and Vote for Weaver." Information comes from all sides that the democrats will not sanction the betrayal of the party. It is rumored that the Idaho Democrat, the oldest and leading democratic organ in the state, will openly repudiate the action of Tillinghast and Beane in withdrawing the democratic ticket. It still carries Cleveland and the electors at the head of its columns. No single democratic paper in the state has up to the time taken down the Cleveland electoral ticket.

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The Marriage Service Amended.

BALTIMORE, Oct. 10.—The Episcopal general convention resumed its sessions this morning. After devotional exercises and memorials for deceased members, the revision of the prayer book was resumed. The following was inserted in the marriage service between the words "which" and "is commanded." "Is an honorable estate, instituted of God in the time of man's innocence, signifying unto us the mystical union that is betwixt Christ and his church, which holy estate Christ adorned and beautified with his presence, and the first miracle that he wrought in Cans of Galilee."

Grave Outlook for Farmers.

LONDON, Oct. 10.—Commenting upon the special account of the condition of the British crops published in its columns, the Times says: "The conclusion on the whole is, that the present year will be disastrous for the British farmer. The chief loss will be in wheat, while there will be no adequate-set off in any other crop. The outlook for the winter is gloomy for all classes. It becomes a grave question how many farmers will be able to struggle through it."

Mrs. Harrison's Condition.

WASHINGTON, Oct. 10.—Mrs. Harrison did not rest well as usual last night, but at 9 this morning she was sleeping comfortably.

Better Read up a Little.

A Tacoma paper, speaking of the lost whaleback steamer Wetmore says: "It will be a long time before these craft win popular favor."

What? A fleet of whaleback steamers will enter into active competition next season with the railroad propeller lines between Chicago and Buffalo for the immense trade in merchandise, flour, pork, and other heavy freights which form the bulk of the shipments between Chicago and the seaboard. Two steamers for this traffic are now already under construction by the American steel barge company at West Superior, and five or six more will be commenced as soon as there is room in the whaleback yards at west Superior. These merchandise steamers are 275 feet long and 38 feet wide and will carry 100,000 bushels of wheat. At present the general merchandise tariff between Chicago and the lower lakes is monopolized by the steamer lines directly owned or in control of the trunk lines. There are over fifty steamers yet engaged in it. The new passenger steamer for the Columbus fair will be launched about December 1st. Over three hundred men are working on the boat. More than half the frames are up and the steel plates are being put on. She will have fine lines and will undoubtedly be one of the finest passenger boats afloat on the lakes next season. She will be 362 feet long, 42 feet wide and 25 feet deep. The steamers for the Chicago-Buffalo trade will be launched next month. They have seven ports on each side, and will be so arranged that freight can be run in any part of the boat through these ports.

SECOND DISTRICT FAIR.

Trials of Speed—Programme for the Week, Etc.

There were three races today, and there will be three tomorrow, and as follows up to Saturday:
WEDNESDAY.
Running—Inland Empire stake for two-years-olds; entrance \$20, \$75 added. Colts to carry 110 pounds; fillies and geldings 107 pounds; non-thoroughbreds allowed 10 pounds. Five-eighths-mile dash.
Trotting—Three-year-old class, mile heats, three in five. Purse \$75.
Gentlemen's roadsters—For trotters or pacers; to be driven to cart by the owner; half-mile heats, three in five. Purse \$50.

THURSDAY.

Running—Three-eighths-mile and repeat. Purse \$75.
Trotting—Three-minute class, mile heats, three in five. Purse \$75.

FRIDAY.

Running—Half-mile dash. Purse \$100.
Trotting—2:40 class, mile heats, three in five. Purse \$100.

SATURDAY.

Running—Three-quarter-mile handicap. Purse \$100.
Trotting—Free for all, mile heats, three in five. Purse \$150.

PLAIN TALK TO CORPORATIONS.
An Important Buling Respecting Certain Irregularities on The Pacific Coast.

A Washington dispatch says an important ruling was made by the general land office yesterday. Through either negligence or incompetency of the Southern Pacific's Washington land attorneys, thousands of acres of land in California, as indemnity selections by the Southern Pacific, are forfeited by the latter by reason of defective filings, and its entries will be canceled unless the railroad can succeed in straightening out its land affairs, which are said to be in a very bad fix. Forty thousand acres of railroad company's indemnity lands in California were cancelled yesterday, 3500 being in the Visalia district and 30,000 in the Independence district. The general land office today sent a letter to Henry Beard, Washington land attorney for the defunct California and Oregon railway company, yesterday in which Commissioner General Stone said: "In reply to your verbal request to be informed as to what lists, if any of your pending indemnity selections are defective or invalid under the department requirements, I have to advise you that a hasty examination of those now pending show that all, with two or three exceptions, are defective for want of a proper specification of losses, while some are absolutely invalid for want of any specification whatever. The amount embraced in these lists aggregates 5,000,000 acres, while something like 180,000 acres are now pending on appeal by the company from rejection of local officers, which are in the same condition. Hence, before these lists can be favorably acted upon, it will be necessary for the company to make them conform to the departmental requirements as heretofore stated. Should, however, the company neglect or refuse to comply with said demand and fail or refuse to make its list selections conform to the requirements of the rules of the department, such of them as are defective when reached in the order of business will be held for cancellation, and such as are valid will be canceled." A similar letter was sent to Beard as attorney for the Southern Pacific and the defunct Oregon and California railway companies. In the case of the two last named roads 1,500,000 acres of land filings are defective or invalid, and will be canceled unless the companies can make them conform to the requirements.