

PRESIDENT'S MESSAGE

Delayed in Consequence of the Death of Mrs. Harrison's Father.

JAY GOULD LEAVES COLD NEW YORK

Will Make Another Winter Sojourn Beneath Sunny, Southern Skies.

A LIGHT SUGAR CROP EXPECTED

Very Unsatisfactory Reports From the Principal Louisiana Parishes—Minor Topics.

WASHINGTON, Nov. 30.—The death of Rev. Dr. Scott, which occurred yesterday afternoon at the White House, has taken the president away from official business and he will be unable to complete his annual message to congress in time for submission on the opening day of the session. It will probably be the end of next week or the beginning of the week after before it is presented. It will be about the same length as last year and will be a complete review of the work of the present administration. The White House has been closed to visitors and the usual cabinet meeting interrupted. Members of the family, including the grandchildren, with the exception of his only son, Judge Scott, who resides in Port Townsend, Wash., were gathered around the bedside of the dying man.

Leaving Cold New York.
NEW YORK, Nov. 29.—Jay Gould is preparing to escape the rigors of a New York winter by making another trip to the southwest. It was reported in Wall street yesterday that he had ordered his private car to be made ready, and that in a day or two he would start for Texas and the Mexican border, accompanied by Miss Helen Gould, and his son Howard. Inquiry at Mr. Gould's house in Fifth avenue last night failed to elicit any information about the exact time of his departure, but it was said he was in his usual good health.

Sugar Crop Will be Light.
NEW ORLEANS, Nov. 29.—Internal Revenue Inspector Harn, in charge of the government sugar-weighers under the bounty law, gives a most unsatisfactory report of his observations in the parishes of St. Charles, St. John, St. James, Ascension, East and West Baton rouge and Livingston. He estimates that there will be a falling off of 25 per cent. in the yield of sugar compared with the crop of last year. He thinks the yield of the state will fall from 275,000,000 pounds to 300,000,000.

A Transfer Steamer Ashore.
KEWAUNEE, Wis., Nov. 29.—The car ferry steamer, Ann Arbor No. 1, is ashore 15 miles north of here, having lost her bearings in the fog last night on her return from across the lake with a load of cars. She carries six carloads of apples. The steamer is valued at \$200,000.

Good Prospects.
La Grande Chronicle. More wheat will be sown this year than ever before, and next harvest, with a favorable season, there will be a vast amount marketed. The demands for an open river are becoming more urgent every year.

Salmon Out of Season.
The arrival of fine Chinook salmon in the Columbia river, at the present time teaches the importance of a change in the close season. Their spawn cannot hatch during the open season, because of the miles of lead lines hauled by the tides across the spawning sands. The fish coming in now were hatched after the close of former seasons. Common sense would seem to dictate a change of the time for fishing. Close the present open season; let the fish have a chance to come in unobstructed and spawn for three years; and fish in the present close season. A Portland paper says of the present run: "Following close after the first lot of Columbia river smelt as usual, the first Chinook salmon made its appearance in the market yesterday. It was as plump as partridge, and as bright as a silver dollar, and had just come from the ocean. Fish sharps are at a loss to account for the unusually early arrival of the smelt and chinook salmon. Some say the flood in the river has brought them up, but a flood at this season is no unusual thing, and has never brought the fish up so early before. Early springs are not uncommon here, but it is hardly possible that spring has come before winter has set in. Probably the fish will find that they have been a little too previous and will go back and wait till their usual season comes around." A man cannot be very much of a "fish sharp" to be unable to account for the "unusually early arrival." The fish simply hatched later in the season, probably three or five years ago, have matured, and come home to spawn. That's all there is to it.

"Not Guilty."
The arguments in the Birgfeld case were finally made and the case went to the jury at midnight Tuesday. The jury were out fifteen minutes, and returned a verdict of "Not Guilty." The opening argument was made by Prosecuting Attorney Wilson, before adjournment yesterday evening. He spoke an hour and 30 minutes, and the court adjourned till 7:30 p. m., at which hour the court room was filled with spectators. Half an hour was taken up by counsel on a point of reading from references not admitted as evidence, when Judge Bennett took the floor and addressed the jury for two hours and twenty minutes. He was followed by Mr. E. B. Dufur, on the part of the prosecution, in a speech of an hour and ten minutes at which time (11:45), Judge Bradshaw briefly charged the jury and they retired with the result as above stated, and thus terminates one of the most intensely fought criminal actions ever produced in the courts of the Inland Empire.

CIRCUIT COURT.
A Very Large Vacancy in the Court Room Today.

The most noticeable thing in the circuit court room this morning, after the experiences of the past week was "vacancy." The hitherto well filled seats and crowded aisles had few occupants, but the court was pursuing its wonted way in a business-like manner. The case of M. M. Baldwin v. Wm. Snyder, for possession of property on Main street was decided by a verdict of the jury for plaintiff.

This afternoon the suit of the Water Supply Co. of Hood River v. W. Ross Winans is on trial. Mr. Winans considers that the water supply company are taking undue liberties with his property; that they would destroy his valuable water power at Winans, ruin his summer resort, impoverish him and lay waste all his plans of future development at the new town referred to in another column. Mr. Winans proposes to try the case and ascertain whether he has any vested rights which his would be neighbors are bound to respect, and for this purpose has employed counsel and empaneled a jury of his peers.

FIAT JUSTITIA.
Our Fellow Townsman Linus Hubbard and His Open Columbia River Work.

From the East Oregonian.]

With the Columbia river open and free the people of the great Inland Empire would be more prosperous and the country better developed. Cheaper transportation would make lands profitable which are idle at present, would encourage enterprise which is dormant now; would make men energetic who are listless today. It would do much to make the desert blossom as the rose. Several prosperous towns would spring up along both sides of the Columbia river, affording labor and opportunity to thousands in search of work. In short, it would be a progressive step which would never be forgotten. It would build up an Empire.

Among the foremost workers for an open river is Linus Hubbard, of The Dalles. He never wearies in his efforts; he breathes the air of the future free and open river; he proclaims from the hill tops the benefits it would bestow. Mr. Hubbard is a practical man, one who knows a thing or two, who has traveled and observed. He feels no hesitancy in declaring the greatest work of the time to be "An Open River." He has recently sent out photographs giving views of the steamers plying on the lower river, with appropriate remarks and a statement of facts existing on the river prior to the state opening the river below The Dalles. If the state will use the same means to open the river above the Dalles the price for transporting wheat from points on and near the Columbia would be materially lessened. Undoubtedly the producers of Umatilla county would receive at least ten cents more per bushel for their grain than they do at present. This means at least \$250,000 a year more in the pockets of the farmers east of the mountains. On this account an open river is very important and every citizen of the Inland Empire should do his utmost to assist in bringing it about.

The San Francisco Bulletin of Saturday has advice from La Union, San Salvador, by the steamer City of Sydney that an earthquake laid low nearly all the houses in the city and those left standing had their walls so cracked that it is not safe to remain in them. The people are living in tents and are in fear of further disturbances. A passenger on the City of Panama, which called at La Union on the way up and which was subsequently passed by the City of Sydney, writes that he went ashore and viewed the ruins. The desolation is complete. The residents of the city were almost driven to frenzy and processions were parading the streets with ringing bells, headed by priests praying for an abatement of the disturbances. Many persons were killed and many seriously injured.

ENTERING AN EMPIRE

From Astoria a Favorable Route to Connection at Ogden.

AN OLD TIME SCHEME REVIVED.

A Rich Region of Country Which Will Support the Line.

CROSSING THE CASCADE RANGE.

Time to Begin the Work of Preparation for a Vast Scheme of Development—Other News.

ASTORIA, Or., Dec. 1.—The Examiner has taken up the old subject of a railway direct to Ogden with much more possible hope of success than when the scheme was talked of years ago. The country is ripe for such development now. Then it was not. The construction of a railroad from this city to Ogden would certainly find itself crowded with golden possibilities, were it to traverse our growing state in the natural direction of such indications as give promise of the greatest amount of traffic. A railroad from Astoria, with Ogden as its terminus, would doubtless have to go as far south as Albany, as it is directly west of there, at the head of Rock creek, that the first and most feasible pass through the Cascade mountains is found. This would open up great bodies of timber which lie in the southern portion of Clatsop and our more southerly counties, as well as bring about the development of the agricultural valleys and improvement of a vast amount of land tributary to this city. In reaching Albany the fertile and prolific Willamette valley is tapped.

After crossing the Cascade mountains, this yet imaginary railroad would enter Crook county, and following in the lines of the greatest amount of traffic, would run eastward to the Des Chutes river, cross the same and continue on the north side of Prineville, the county seat. Prineville is a live little town of some 800 people that has not yet, owing to its isolation, outgrown some of the features which formerly characterized the frontier trading posts. From Prineville this road would continue directly eastward to Canyon city, the county seat of Grant county, a thriving little town that leads its western neighbor a merry race in point of size, its population being but a trifle less. Canyon city is situated on the John Day river, and the road would have to cross to Prairie city, thence wend in a northerly direction and cross the Blue mountains via an old stage route north of Britten station.

Thus far, a wonderful and promising country is traversed. Hemmed in by the Blue mountains on the east and the Cascades on the west, within this state, comprising Crook, Gilliam, Grant and the southern portions of Wasco and Umatilla counties, is an empire whose area is greater than the combined area of New Hampshire and Massachusetts. A vast country virtually without transportation facilities. The lumbering stage-coach and cumbersome freighter's wagon offering the only modes of travel and transportation. The nearest railroad point to Prineville is The Dalles, 120 miles distant and the nearest railroad point to Canyon city is Baker city, ninety miles distant.

Within this empire lies the great future wheat district of Oregon. Here miles of rich grazing lands and fertile prairies await the sword that has undertaken the peaceful metamorphosis of agricultural drift. Countless heads of sheep and cattle are at present growing fat upon the rich grazing of this verdant empire. Of the 13,000,000 pounds of wool annually clipped in Oregon, three-fourths are produced within the counties named, and principally in that district which the Ogden road would traverse. This alone would be an important item in the amount of traffic which would await the railroad at the outlet. It is estimated that 100 carloads of livestock are shipped from this district annually. Entering Baker county this road would encounter heavy but not impossible grades, and enter the Sumpter valley, passing through one of the richest mineral belts in the United States. Within this belt apparently inexhaustible mines of copper are found, which owing to the lack of railroad facilities, have not yet been developed. Some of the richest gold and silver quartz mines lie within this district ready to pour an immense volume of traffic into the lap of the first railroad that may chance that way; almost in itself a sufficient inducement for any railroad. Many of these mines have been undergoing development work for years, and are today far in.

The limitless forests will supply the business in the growing demand for building lumber in Ogden, Salt Lake and throughout, and the west bound traffic would form a ceaseless volume toward the mouth of the Columbia. Train loads of ore, wheat and wool, as well as timber, would soon cause our harbor to

wear an aspect rivaling the busiest scene of our greatest shipping mart, as the new line would bring in cargoes now secured elsewhere, and build up ocean traffic from this point. Astoria would undoubtedly be called upon to supply a country whose early settlement would soon cause untold riches to pour into her coffers and make her indeed the greatest marine city of modern growth and the Queen city of the Pacific coast. Such a road would by connection with the Rio Grande Western at Ogden, and subsequent connection with the Union Pacific give Astoria virtually the choice of two great transcontinental routes.

The Dalles Markets.

THURSDAY, December 1.—The week past has been more quiet than any former one of the season, on account of the farmers improving the time in plowing and sowing fall grain. Prices remain steady on all staple goods and most kinds of produce. There is a fair stock of vegetables in the market and prices are unchanged. Eggs are more scarce than at any time this season. Our dealers have not advanced prices over last weeks quotation, but will be compelled to do so unless a shipment of eastern arrives soon.

Good fresh butter is in better demand and is shorter in supply with an advance in price in the near future. Potatoes are more plentiful at the quotation and have a downward tendency, that is to say, a slight decline is expected. Good clean green apples are dearer and are marked up 25c per box. Poultry is not coming into market as freely as it did before Thanksgiving, but prices remain as quoted.

The wheat market is stationary on former quotation, 62 for No. 1 and 57 to 60 cts. for other grades. The wool market is entirely bare and is off in quotations. Hides and pelts are weaker in tone although former quotations are the same. There is no change in the beef market. Mutton sheep are scarce and have turned a spot dearer. Fat pork is coming into market lively for slaughter at the quotation.

BARLEY—The market is nearly lifeless in barley, prices are down to 70 and 75 cents per 100 lbs.

OATS—The oat market is stiff and offerings are light at \$1 25 cents per 100 lbs. Rye 75 cents per bushel.

MILLS—Bran and shorts are quoted at 18 00 per ton, middlings \$22 50 to \$23 00 per ton. Rolled barley, \$22 00 to \$24 00 per ton. Shelled corn \$1 25 per 100 lbs.

FLOUR—Salem mills flour is quoted at \$5 50 per barrel. Diamond brand at \$3 90 per bbl. per ton and \$4 00 per bbl. retail.

HAY—Timothy hay ranges in price from \$12 00 to \$15 00 per ton, according to quality and condition. Wheat hay is in full stock on a limited demand at \$10 00 to \$12 00 per ton. There is no inquiry for oat hay, and prices are off. Alfalfa hay is not much called for, and is quoted at \$10 00 to \$12 00 per ton. These quotations are for baled hay exclusively.

BUTTER—Fresh roll butter is in fair supply at 50 to 55 cents per roll, in brine or dry salt we quote 40 to 45 cents per roll.

EGGS—The egg market is short in supply and good fresh eggs find ready sale at 30 cents per dozen cash.

POULTRY—There is a fair demand for fowls for a home market and for shipment to Portland. Chickens are quoted at \$2 00 to \$3 50 per dozen; turkeys 8 to 10 cents per lb.; geese 7 to \$8 per doz, and ducks \$3 to \$5 per dozen.

BEEF & MUTTON—Beef cattle is in moderate demand at \$1 75 per 100 weight gross to \$2 25 for extra good. Mutton is held at an advance of last years prices and is quoted at \$3 50 to \$5 00 per head. Pork offerings are light and prices are nominal at 4 to 4 1/2 cents weight and 5 cents dressed.

STAPLE GROCERIES.

COFFEES—Costa Rica, is quoted at 22 1/2 c per lb., by the sack. Salvador, 22c. Arabuckles, 25c.

SUGAR—Golden C, in bbls or sack, \$5 00; Extra C, \$5 10; Dry granulated \$6 00; In boxes, D. G., in 30 lb boxes, \$2 00. Ex C, \$1 85. GC \$1 75. SYRUP—\$2 00 @ 2 75 per keg.

RICE—Japan rice, 6 1/2 @ 7c; Island, rice, 7 cts.

BEANS—Small whites, 4 1/2 @ 5 c; Pink, 4 @ 4 1/2 c per 100 lbs.

SALT—Liverpool, 50 lb sack, 65c; 100 lb sack, \$1 10; 200 lb sack, \$2 00. Stock salt, \$1 60 per ton.

DRIED FRUITS—Italian prunes, 12c per lb., by box. Evaporated apples, 10c per lb. Dried grapes, 9 @ 10c per pound.

VEGETABLES AND FRUITS.

POTATOES—Peerless, Buffalo whites, Snowflake and Burbank seedlings quoted at \$1 25 per 100 lbs.

ONIONS—The market quotations for A I onions is \$1 50 per 100 lbs.

GREEN FRUITS—Good apples sell for 85 @ \$1 25 per box. Fall and early winter pears are quoted at 60 @ 70c per box.

HIDES AND FURS.

HIDES—Are quoted as follows: Dry, 6c lb; green, 2 @ 2 1/2 c; culis 4c lb.

INTEREST AWAKENED.

America to Become Conspicuous in Panama Canal Affairs.

GENERAL JOHN NEWTON SIZED UP.

Holding Two Lucrative Offices in Violation of his Obligation.

SECRETARY ELKINS SUGGESTION.

Must Resign From the Army or Take his Leave of Absence From the Panama Railway Co.

WASHINGTON, Nov. 30.—Secretary of War Elkins, in his official capacity, promises to become a conspicuous figure in the Panama canal proceedings, whereby American interests are seriously jeopardized. Secretary Elkins' attention has been directed to the fact that General John Newton, who is president of the Panama Railway company, is a major-general on the retired list of the United States army. The Panama Railway company was organized under the laws of New York and given a charter which guaranteed that the enterprise should always be controlled by American stockholders. The company passed almost entirely into French hands, but General Newton remained as president, and has regularly drawn both the salaries of a retired officer and of the president of a railway company, which only awaited the expiration of its contract obligations to immediately attack American interests.

As soon as Secretary Elkins' attention was drawn to this state of affairs, he recognized that General Newton was occupying a commercial position inconsistent with the spirit of his military position and inimical to the interests of the American government, under whose flag he is still enrolled, since officers of the retired list are considered in the service of the country. It is stated that Secretary Elkins, in view of General Newton's anomalous position, has addressed him a letter in which, after directing his attention to the inconsistency of his two salaried positions, has suggested to him, by intimating at least, the propriety of resigning one place or the other. Congress is almost sure to take the Panama question in hand and deal with it vigorously from an American standpoint.

American Grapes in England.
RIPLEY, N. Y., Dec. 1.—The trial shipment of grapes to England by the Chattanooga and Northeast grape union, which consisted of two carloads, was a success. The grapes sold at from thirty-nine to fifty-seven cents a basket and as it cost only seventeen cents to deliver in Liverpool they will net the grower a good price. A private letter from a London (Eng.) commission-house to its representative in this place states that its customers say the grapes are bitter at the core. Growers here think that all that is indicated by this complaint is that the English buyers chew the pulp and seeds.

The Home Rule Scoop.
NEW YORK, Dec. 1.—The London press are saying all manner of mean little things about the press of America which got in a scoop on them on Gladstone's new home-rule scheme for the Irish provinces, as cabled here. A few papers print the cable dispatch, but none comment on it. A representative of the associated press yesterday had an interview with Herbert Gladstone on the subject. Asked whether the scheme as published was based on an autograph letter of his, Gladstone said there was not a word of truth in the report that any such autograph letter was in existence. In regard to the alleged scheme, which purports to be a plan of government, Gladstone said it was unworthy of notice, adding it contains its own most effective denial.

A Contest in Wyoming.
CHEYENNE, Wyo., Nov. 30.—The final count of the Carbon county vote makes the legislature republican on joint ballot, which will insure the election of a republican to the senate, unless the democrats and populists, who will control the lower house, unseat a number of republicans. This is likely, as the democrats charge the republicans with having stolen five members in Carbon county by means of false returns.

The Lover's Lament.
Your face is like a drooping flower, Sweetheart!
I see you fading, hour by hour, Sweetheart!
Your rounded outlines waste away, In vain I weep, in vain I pray,
What power Death's cruel hand can stay? Sweetheart, Sweetheart!

Why, nothing but Dr. Pierce's Favorite Prescription. It imparts strength to the failing system, cures organic troubles, and for debilitated and feeble women generally, is unequalled. It dispels melancholy and nervousness, and builds up both flesh and strength. Guaranteed to give satisfaction in every case, or money paid for it refunded.

THE LARGEST NUGGET.

A Miners Discussion on The Topic of General Interest.

Mining men often indulge in argument as to when and where the largest gold nugget was ever found, how much it weighed, etc., it has been reported that the largest nugget ever found was discovered in Australia and that it weighed about \$25,000. But a more recent statement has been widely printed in mining journals showing that the heaviest nugget of gold ever discovered was found in February, 1869, near the village of Mollisgel, Victoria. Two diggers found it on the extreme margin of a patch of auriferous alluvium, within two feet of the bedrock of sandstone. It lay on stiff red clay, in a loose gravelly loam, and was barely covered with earth. It was brought to light by the wheel of a cart turning it up. The nugget was twenty-one inches long, ten inches thick and, though mixed with quartz, the great body of it was solid gold. The finders heated the mass in a fire to get rid of the adherent quartz. They also detached and gave away a number of specimens of gold before they took it to the assayer. When melted the gold was found to weigh 2,268 ounces, 10 pennyweights and 14 grains, and contained only 1-75 of alloy, chiefly silver and iron. Including the pieces given away the nugget is estimated to have yielded 2,250 ounces of pure gold, the value of which was \$46,336. Near the same spot where the nugget was unearthed two other nuggets were found later, weighing respectively 114 ounces and 36 ounces.

WILL IT EVER BE FAIR.

How has the Inland Empire so Mortally Offended?
The Oregonian and its Telegram appear to be happy in the thought that it will be a long time before a boat can deliver its Dalles cargo at Astoria without breaking bulk. This is from the Oregonian:

In regard to the contract for constructing the locks at the cascades, nothing more is known at the engineer's office than was known a week ago. Major Handbury recommended that one of the proposals received be accepted by the government, but that is a long way from the contract being let. The successful bidder must furnish satisfactory bonds in the sum of \$400,000 before the contract will be awarded, and it is not everybody who is capable of giving such bonds that is willing to do so.

Maj. Handbury's recommendation "is a long way from the contract being let." Here is evidence clear enough that the Oregonian has an abiding hope that the contract may not be let at all. Its intimation with respect to the bonds is the silliest prattle. There are responsible names sufficient attached to Messrs. Day's bond to give it weight, although we are free to admit that "it is not everybody who is capable of giving such bonds" and they have filed it for approval along with their contract, as recommended by Maj. Handbury. The Oregonian must know this. Then why print such squibs as the above, which only reveal to the public the cloven-footed malevolence of the writer? It is such rancor that would seem to justify this whole community in boycotting the Oregonian, as was done in Walla Walla, where now, we are informed not a dozen copies are taken daily. It shows a hardness of heart toward the Inland Empire which it is impossible to account for in any reasonable manner. The patronage of the Inland Empire bestowed upon the Oregonian, leaving out the part of principal entirely; should be sufficient to attract to us an occasional intimation of amiability. But not a word do we find of any kindness or good nature from that source. Its reference to the cascade canal is always of an ill natured, spiteful, rankling bitterness. No kind words and good treatment from the people up this way ever seems to be worthy of a good turn. Even the tall organ of the Oregonian, its Telegram has sneer at the prospect of an open Columbia river. It says:

There are no new developments in the matter of letting the contract for finishing the cascade locks. Major Handbury has forwarded recommendations, and if a contract is let the successful bidder must put up \$400,000 bonds.

The italic is ours. But who says the successful bidder does not have to put up? The drift of the Telegram is as clearly shown in that word placed where it is as need be shown to any intelligent mind.

Friends of an open river must not expect any favors from the Oregonian, its Telegram, in fact from Portland, any more than from the Union Pacific railway.

A Political Puzzle.
Roseburg Plainesder. Hon. LaFayette; Lane is considerably bothered over a political puzzle, as it were. It is a well known fact that Mr. Lane was bitterly opposed to the fusion business before election. In Roseburg there were 77 straight democratic votes cast. Since it has been ascertained that the fusion failed to succeed, Mr. Lane has been congratulated by over 200 persons, who stated that they also had voted the straight democratic ticket. The query is, what became of the extra 133 votes? Had Weaver carried the state it is quite probable that Mr. Lane would have found it in an equally difficult problem to find 77 men who voted a straight democratic ticket.