

IN THE DEADLY RAPIDS

Accident at the River Improvement Scow Near Lewiston.

FOUR LIVES LOST IN SNAKE RIVER

The Fate of Young William Wiggins and his Companions.

SWEPT INTO AN UGLY WHIRLPOOL.

Capized into the icy Waters—Men on Board Dazed by the Horrible Situation.

SPOKANE, Nov. 26.—A special from Lewiston speaks of the finding of two bodies drowned on Thursday from the scow in use by the government making improvements of the Snake river channel. At the time of the disaster it was anchored off the mouth of dry hollow. Two men were aboard and six were in a skiff alongside the drill-pipe. The water runs very swiftly at this point, and there were some ugly rapids. In a twinkling the skiff was capized and the occupants were floundering in the icy waters of the river. Two of the men, named Mohl and Kuhn, swam ashore, the scow being only forty or fifty feet from the bank, but the others either could not swim or were afraid to make the effort. They clung to the capized boat, and were quickly swept down stream some 300 feet. There they were caught in a whirlpool and torn away from the boat, and all four were drowned.

The victims were William Wiggins, member of a prominent family in Lewiston; E. W. Evans, foreman of the scow, aged 40, who leaves a widow and family in Ellensburg; Harvey Williams, from England, aged 50; Reuben Neumeier, aged 25, who had been working as a farm-laborer at Lewiston until a few weeks ago, when he went to work on the scow. After the men were swept into the whirlpool they sank, and none of them came to the surface. For a minute the men on board the scow were dazed by the horror of the situation. Then another skiff was manned and an effort was made to rescue the victims. After a chase for two miles the capized boat was overtaken, hope being entertained that some of the men might yet be clinging to it, but this proved a disappointment. It is thought that all of the victims were swept loose in the first whirlpool.

THE TRANSPORTATION PROBLEM.

Inland Empire Terminals to Receive Just Recognition.

From The Spokane Review.]

It is evident that there is to be a revolution of the transportation methods affecting the Pacific coast. For one reason, the present system of discriminating rates against the interior is illegal; for another reason the railroad companies have grown weary of the unequal fight with the ocean carriers—a fight which is growing more and more burdensome for the land carriers. The managers of the old companies have partly realized this in the past; but the conditions were the result of long growth, and they have been loath to bring about the disturbances of a revolution. They have drifted along under a desire to temporize, hoping that something might turn up that would bring about a better condition. At last their hope is to be realized. The Great Northern has built through to the coast, and President Hill, starting with a clean balance sheet at the terminals, shows a decided disposition to force the revolution which the old companies desired, but were afraid to precipitate.

There is to be a readjustment of rates, and the Inland Empire will almost certainly be given rates common with the terminals, and possibly a relative mileage rate below that charged for the through haul. At the terminals we shall probably see a division of traffic; the ocean carriers taking that tonnage which the overland carriers find themselves unable to transport with profit, and the land carriers advancing rates upon commodities which the sea carriers can not transport successfully against the quick passage by rail. In the end this will result advantageously to all concerned. The terminals may suffer some at the start, but as business becomes readjusted, they will regain the loss in the exclusive business which will come to them by sea, and more largely in the increased prosperity that must extend to all parts of the Pacific northwest. The railroad companies, relieved of the superfluous haul to tidewater and thence back to the interior, will earn quite as much money as of old, and will operate their roads more economically. Energy will cease to be wasted; there will be a fair and even profit for all the service rendered, and with the more stable conditions which these changes must bring, business generally will be conducted upon a safer basis.

Current Topics.

Although long neglected by the general government, Alaska is receiving earnest consideration at the hands of Washington democrats who would like to be its governor.

In spite of the approach of winter cholera increases in virulence in Russia. To prevent its outbreak in this country next spring great vigilance is necessary. In the meantime every reasonable precaution should be taken.

The march of electrical science is onward. Carriages are now operated upon the streets of Chicago by electricity. The world will hardly be surprised, whatever applications may hereafter be made of the latent power of nature.

The search for the north pole exercises a strange fascination over the human mind. Lieutenant Peary, not satisfied with his late experience, wants to conduct another expedition over the ice hummocks of Greenland to that mysterious point from whence longitude emerges and whither latitude vanishes.

Mount Pitt, an extinct volcano in the Cascades about 60 miles due east of Grant's pass, is said to be smoking again. C. A. Woolfolk, who has been in sight of it recently, says the black smoke shoots straight up in large volumes from the snow-capped peak, and the sight is a grand one from one of the summits at the head of Bloody run.

In 1880 a friend passing Cheyenne mailed to Dr. W. D. Baker at Astoria a horned toad. It turned up last month in Salem, and J. H. Haas, the jeweler, found it in his dooryard. He has had his toadship at the store in a box of sand ever since. He wants somebody who knows how to attend to him, to tell him what to feed him. The toad has lived on wind for three weeks.

Okanogan Smith, the pioneer prospector, died last week of typhoid fever. He was chosen a member of the Washington house of representatives at the last election. For the past quarter of a century he has denied himself the benefits of civilized life, in his devotion to the mining interests of Okanogan. His death will be regretted more because of the apparent dawn realization of his "long deferred hopes."

The dials of the clock on the Oregonian building are fifteen feet across, this being the largest clock face in the United States, with one exception. The figures on the dial are about 20 inches in length, and the dots which mark the minutes are about five inches square. A person who imagined that the dial would be large circles of glass with the numerals painted on it, was much surprised to find that the numerals and circles surrounding them are cast in metal, these parts of each dial weighing several hundred pounds.

A worse land slide is reported in Fairhaven than anything in Oregon yet. It was an avalanche which came down the mountain on the east side of Lake Whatcom sweeping the house occupied by Warren Burgess and his wife, together with his entire farm, into the lake. It seems that they were asleep in bed when the avalanche came down and awoke to find themselves 500 feet out in the lake on a pile of debris. Mr. Burgess had his leg crushed in a jam of trees, but managed to swim with his wife to the shore. There they lay in a terrible storm without clothing for seven hours before help reached them. Mr. Burgess is well known here, having formerly lived in the Inland Empire. Some years ago he removed to the sound, and had by hard labor cultivated and improved a farm on the bank of Lake Whatcom. The house stood on a little plateau about fifty feet from the lake shore. Every vestige of the improvement which his toil wrought was swept away by the terrible landslide.

Another New Comet.

BOSTON, Nov. 26.—A cable message received tonight from European astronomers announces the discovery of a faint comet by Mr. Freeman of Brighton, Eng. Its position on November 24th was 389 Greenwich mean time, right ascension 10 hours, 29 minutes; declination north 30 degrees 9 minutes. It has a motion directly south of three degrees daily, and is about six degrees south of Holmes' comet. The Science Observer, a comet circular issued here today, announces officially two elliptic orbits of the Holmes comet, one computed by Dr. Kretz and cabled from Europe and the other computed by Luther Zeans of Washington. The two orbits agree on a period from six to seven years for the comet in an orbit, which is more nearly circular than that of any other comet except Fayes. The comet passed its nearest point to the sun some months ago and is now going away from both earth and sun. For a comet so distant it is exceedingly bright, and should this prove to be its normal condition and not due to some outburst, there seems to be no reason why it should not be seen constantly for some years to come.

Needs Inspection.

Review. The secretary of the state board of horticulture is calling the attention of orchardists to an important fact. He says that much nursery stock is being distributed throughout the state, some of which is liable to be infested with the wholly aphid and other destructive insect pests. He says that fruit tree agents should be required to show certificates of inspection to the effect that their stock is free from the fruit pests.

SILVER IN BRUSSELS

Something Definite Expected From the Conference Today.

LEANING TOWARD ROTHSCHILD

Europeans May Possibly Enter the Markets to Establish Values.

MANY IDLE RUMORS CIRCULATED

Text of the Pending Agreement Based Upon Certain Conditions in the United States.

NEW YORK, Nov. 28.—Dispatches from Brussels state that there was no voting at the international monetary conference Saturday. The proposals of Alfred De Rothschild, one of the English delegates, will be made public today. General expectation centers on the plan of Rothschild. The bimetalists are sanguine it will form a basis for the solution of questions before the conference. On the other hand the monometalists declare, in view of the position taken by German and Austrian delegates and the probable attitude of British representatives, the conference is certain to fail and it will only be a waste of time to prolong the discussion. Rothschild's proposals will be in final shape today. Among rumors in circulation to which the delegates attach importance is one that various European powers will yearly buy silver to the minimum amount of £5,000,000 sterling at a price to be fixed by general agreement, on condition that the United States continues silver purchases to the extent of 54,000,000 ounces. The report is generally credited that Rothschild's proposal contains the statement that an international syndicate should be formed to buy silver until the normal value of the metal is re-established.

The Submarine Boat.

CHICAGO, Nov. 26.—George C. Baker's submarine boat was tested twice today on Lake Michigan in the presence of two members of the torpedo board of the United States navy and Mr. Baker, who witnessed the experiments from the tug. Electrician McCarthy and Engineer Roe were the only persons aboard the submarine boat. At the first trial the boat would not sink, being too buoyant, and additional ballast was secured. Another trial was then made, proving more successful, but whether wholly so was not made known. A report will be made to Chief of the Ordnance Bureau Folger, who will make an official test of the craft in the torpedo service.

The Canal Inquiry.

NEW YORK, Nov. 28.—Paris dispatches intimate that nothing good will come of the Panama canal inquiry. After examining M. Proul the court decided to request the public prosecutor to inquire at all the banks whether Proul received through any of them the check he is alleged to have received. M. Kohn, senior partner of the banking firm of Kohn & R. Elnach, requested to be allowed to deny before the committee the charge made by Dalahaye that his bank received 5,000,000 francs from the Panama canal company.

Civil Service Laws.

WASHINGTON, Nov. 26.—The report of General Rosencrans, register of the treasury, says, regarding the operations of the civil service law, that the most important betterments during the year are those indicated by the president's order of December 4, 1891, aiming to put each clerk's efficiency record beyond the reach of accidents, which chiefs may be liable to make in recording standings. Rosencrans suggests that some defects be remedied, among other things degrading the competitive examinations and holding the monthly record of efficiency greatly superior to the haphazard results thereof.

Union Pacific Wreck.

An Omaha dispatch to the Buffalo Courier of the 22d tells of a collision on the Union Pacific at Alda, Nebraska, in which four trainmen were instantly killed. The wreck was caused by a collision between the Overland flyer and a freight. The freight train had been doing some switching and had just pulled out of the Alda yard when the flyer rounded a curve and the two trains crashed together. Both engines were completely wrecked. The baggage and postal cars were telescoped and the freight cars piled on top of the broken mass. Following are the names of the killed: Engineer A. G. Barrett, Engineer B. M. McDonald, Conductor J. W. Keeler, Fireman Owens. The injured: Fireman Castillo, fatally hurt; Mail Clerk Lyons, fatally hurt; Brakeman Sutherland, badly injured and scalded. Only one passenger was hurt and he but lightly. Fireman Castillo and Brakeman Sutherland died that afternoon.

"Clever Detective Work."

THE CHRONICLE reporter was on Thursday intrusted with some "clever detective secrets;" but as we do not believe in the policy of trying a case until it gets into court, nor revealing facts to a culprit fugitive until he is safely behind the bars; we do not propose to give away any of the secrets of work intrusted to our keeping this week; and whatever we may say here now has been picked up on the street. There is no longer any secret about the arrival here of twenty-one armed men; of how they chartered teams and loaded themselves and their beds (blankets covering Winchester), and baggage (satchels filled with cartridges), and took their way out of town in different vehicles, each appearing to be a stranger to the other. They drove into the Inland Empire and separated, temporarily; a part of their party returned to The Dalles with Cal. Hale, who has been identified as the man who struck Mr. Abernathy over the head with a revolver in the Roslyn bank, and was one of the cow boys implicated in that robbery. They also, by this clever piece of detective service, captured another man (Kinsey), implicated in the same robbery, and have got an eye on other thugs. This is all news picked up on the street today.

In addition to the above we are informed by one who was told by a detective, that the "pointer" which put them on track of the robbers was a couple of horses captured from them at the time the citizen's posse was chasing the band in the mountains near Roslyn. The Roslyn robbers belong to a gang extending from Mexico to British Columbia, and they steal horses in one place, running them to another place, reversing the order for security and sales. The captured horses had been stolen from Eastern Oregon, in the vicinity of Fossil, and taken as a clew, lead to the discovery of the rendezvous.

There are a number of stories floating about, one of which sniffs out the light cast upon the rendezvous of Sontag and Evans as pictured by the San Francisco Examiner man who pretended to visit them recently in the mountains of California. Our informant says a "detective" told him that a hostler in a stable was told by a tramp who got it from a Harney sheep herder that Sontag and Evans are up this way, and that the latest recruit at the rendezvous is Burdette Wolfe, whom they are after because of the reward. It is said the other thugs, thieves and murderers in camp make it hot for Burdette, and if he only could be assured that his penalty might be imprisonment for life, he would gladly surrender. But his chums are watching him now, and he is, so to speak, "placed between two fires."

All jokes aside this is a serious subject. Officers in pursuit of criminals deserve the support of the press and the public; and that justice may be done they usually have such support; but when they destroy the very influence they are most in need of, and tell Tom, Dick and Harry this and that item, which forms the wool of the web they are weaving, it must be expected that their plans will be frustrated. This article is compiled wholly from current rumors on the street today. Had THE CHRONICLE been disposed to do so, the story might have been published on Thursday, but we preferred to keep silent and give the "detectives" a chance.



A new man can be made, out of one that's "used-up," bilious and dyspeptic. It's done by Dr. Pierce's Golden Medical Discovery. It starts the torpid liver into healthful action, purifies and enriches the blood, cleanses, repairs, and strengthens the system, and restores health and vigor. As an appetizing, restorative tonic, it sets at work all the processes of digestion and nutrition, and builds up flesh and strength. It's the only Blood and Liver Remedy that's guaranteed, in every case, to benefit or cure. If it doesn't do all that's claimed for it, the money is promptly refunded. But it keeps its promises—that's the reason it can be sold in this way.

"Discovery" strengthens Weak Lungs, and cures Spitting of Blood, Shortness of Breath, Bronchitis, Severe Coughs, and kindred affections. Don't be fooled into taking something else, said to be "just as good," that the dealer may make a larger profit. There's nothing at all like the "Discovery."

NOTICE.

All Dalles City warrants registered prior to January 6, 1891, will be paid if presented at my office. Interest ceases from and after this date. Dated October 13th, 1892. L. BORDEN, Treas. Dalles City.

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(Successors to L. D. Frank, deceased.) OF ALL KINDS - Harnesses!

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REPAIRING PROMPTLY AND NEATLY DONE. Wholesale and Retail Dealers in Harness, Bridles, Whips, Horse Blankets, Etc. Full Assortment of Mexican Saddlery Plain or Stamped. SECOND STREET, THE DALLES, OR

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THE DALLES, OREGON. SINNOTT & FISH, PROP'S.

Ticket and Baggage Office of the U. P. R. R. Company, and office of the Western Union Telegraph Office are in the Hotel.

Fire-Proof Safe for the Safety of all Valuables.

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Dry Goods, Clothing, Gents' Furnishing Goods, Boots, Shoes, Hats, Caps, Groceries, Hardware, Crockery, Hay, Grain, Feed, Etc.

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