

THE OREGON MIST.

VOL. 12.

ST. HELENS, OREGON, FRIDAY, JULY 12, 1895.

NO. 29.

OREGON MIST.

ISSUED EVERY FRIDAY MORNING

BY BEEGLE & DAVIS.

OFFICIAL COUNTY PAPER.

Subscription Rates.

One copy one year in advance \$1.00
One copy six months75
Single copy5

Advertising rates made known upon application

COLUMBIA COUNTY DIRECTORY.

County Officers.

Judge Dean Blanchard, Rainier
Clerk Judson Wood, Vernonia
Sheriff Chas. F. Dean, Rainier
Treasurer E. M. Wharton, Columbia City
Supt. of Schools J. O. Watts, Seaside
Assessor Martin White, Quincy
Surveyor W. N. Meserve, Delena
Commissioners P. A. Frakes, Seaside
S. G. Schoonover, Vernonia

PROFESSIONAL.

T. J. CLEETON. H. ALLEN.

ALLEN & CLEETON.

Attorneys and Counselors at Law

ST. HELENS, OREGON.

Notaries Public, Conveyancing and Collections

D. R. A. P. McLAREN.

PHYSICIAN AND SURGEON.

Rainier, Oregon.

D. R. H. ULIFF.

PHYSICIAN AND SURGEON.

St. Helens, Oregon.

D. H. J. E. HALL.

PHYSICIAN AND SURGEON.

Clatskanie, Columbia county, Or.

W. N. MESERVE.

Surveyor and Civil Engineer

DELENA, OREGON.

County Surveyor. Land Surveying, Town

Plotting and Engineering work promptly

executed.

MUCKLE BROS.

MANUFACTURERS OF

Dimension Lumber, Flooring,

Rustic Sheathing, Casings, and a

complete stock of every variety of

Rough and Dressed Lumber

ALWAYS ON HAND.

AT THE OLD STAND, ST. HELENS, OREGON

ORIENTAL HOTEL

A. H. BLAKESLEY, Proprietor.

Board by Day, Week or Month

AT REASONABLE RATES.

The table is supplied with the best of the market

affords. Everything clean. A share of your patronage

is solicited. ST. HELENS, OREGON.

Decker's BARBER SHOP

J. H. DECKER, Proprietor.

The old and reliable barber has his razors just

as sharp as can be found, and will shave you

comfortably and quickly for only 15 cents.

ST. HELENS, OREGON

O. R. & N.

E. McNEILL, Receiver.

TO THE

EAST

GIVES THE CHOICE OF

Two Transcontinental Routes

GREAT NORTHERN RAILWAY

—BY WAY OF—

Spokane, Minneapolis & St. Paul

UNION PACIFIC RY

—BY WAY OF—

DENVER, OMAHA, & KANSAS CITY

LOW RATES TO ALL

EASTERN CITIES

OCEAN STEAMERS

LEAVE PORTLAND EVERY 5 DAYS

For San Francisco.

For Full Details Call on or Address

W. H. HURLBURY.

General Freight and Pass. Agt., Portland.

PATENTS

Copyrights, Trademarks, and all Patents

and business conducted for SEPARATE FEES.

OUR OFFICE IS OPPOSITE U. S. PATENT OFFICE

and we can secure patent in less time than those

sent from Washington.

Send model, drawing or photo, with descrip-

tion. We advise, if patentable or not, free of

charge. Our fees not due till patent is secured.

A PAMPHLET, "How to Obtain Patents," with

cost of same in the U. S. and foreign countries

sent free. Address

C. A. SNOW & CO.

OFF. PATENT OFFICE, WASHINGTON, D. C.

BUSINESS PROSPECTS

Wholesalers in All Lines Are

Greatly Encouraged.

INCREASE IN WAGES GENERAL.

Continued Advances in Prices of Iron

Products and Higher Range of

Wool Values the Features.

New York, July 8.—Bradstreet's

Trade Review says: Notwithstanding

the week is broken by the holiday,

favorable trade conditions heretofore

reported continue to exercise a pro-

nounced influence. General advance

in the price of staples and the wages of

industrial enterprises is a prominent

feature. The extent of the voluntary

advance in wages reported within a

month or two has outgrown the re-

sources of voluntary statistical bureaus

which have endeavored to keep track

of them. The latest advices are that

more than 1,000,000 industrial workers

have received an advance averaging

about 10 per cent.

At the East, the most active trade is

reported from Pittsburgh, where the

revival among the iron and steel indus-

tries has stimulated trade in almost

all lines. At the West, the most favor-

able condition of business is reported

from St. Louis, and the incentive ap-

pears to be uniform reports of favor-

able crops prospects throughout the

region tributary to that city. No ma-

terial improvement is reported from

the South, rains continuing to be dam-

aging to agriculturists. But advices

from nearly all cities reported agree

that wholesalers in nearly all lines are

greatly encouraged as to the outlook for

business during the autumn, believing

the demand will be stimulated by the

very general, and it is believed perma-

nent, improvement in prices. Exports

of wheat (flour included as wheat)

from both coasts of the United States

amount to 27,000,000 bushels this

week.

STRANGE STORY FROM INDIA.

Sir Edwin Arnold's Nephew Killed by

His Wife.

San Francisco, July 8.—A strange

story is brought from India by the

teamer City of Rio Janeiro. The nar-

rative tells of the murder of W. F. G.

Lester, acting superintendent of police

at Godra, by his wife. The woman

makes excuse for her terrible deed by

explaining that her husband was most

brutal to her, and, in a moment of

passion she shot Lester through the

back, killing him instantly. Peculiar in-

terest is taken in the case. Mr. Lester is

the nephew of Sir Edwin Arnold, and

the son of an old Bombay gentleman,

and Mrs. Lester is the daughter of

Colonel Braham, an old Indian cam-

paigner. She married Lester five years

ago.

The tragedy occurred the night of

May 8, at the top of what is known as

Pawngar hill, Panth Mahals district.

The Lester had been encamped there

for some time, and it was desired that

the camp be moved 2,000 feet higher.

The lady objected to moving, and be-

gged to be permitted to return to her

home in Bombay, but Lester refused to

grant her request. She finally agreed

to accompany her husband, and on May

7, the moving party started up the

grade.

Camp was reached on the morning

of the 8th. In the morning of the 9th,

a courier arrived at Mr. Littledale's

camp, half way down the mountain,

with the news of Mr. Lester's death.

A letter written by Mrs. Lester was

handed the Littledales, in which com-

munication she made the statement

that she had shot her husband, as she

could stand his brutal treatment no

longer, and asking that the authorities

be notified. Mrs. Lester was arrested,

but expressed no sorrow for her ter-

rible deed, which has created a pro-

found sensation throughout India.

SPAIN WILL TAKE PART.

Representatives to Be Sent to the Next

Monetary Convention.

Washington, July 8.—Senator Du Puy

Lome, the Spanish minister, says

Spain will take part in the next inter-

national monetary conference, as she

is interested in the solution of the bi-

metallic question. Spain uses both

gold and silver, the latter being coined

at a fixed rate of gold, and there is

also an issue of paper currency. Only

two of the Spanish colonies, Porto Rico

and the Philippine islands, use silver

almost exclusively. For these reasons

Spain's policy is definitely favorable

towards the use of both metals, and her

interests, particularly in the colonies,

are toward an enlargement of the use

of silver. The belief is expressed by

some of the best posted representatives

for foreign countries that an interna-

tional money conference agreement

should embody certain essential figures.

To assure its power it must secure the

adherence of the United States and at

least one of the three great money cen-

ters of Europe, Great Britain, France

or Germany, and the adherence of as

many lesser countries as possible. It

should include that feature of the Latin

Union by which the amount of silver

to be coined by each member in ad-

vance, in accordance with its needs.

The opinion is expressed that this fea-

ture will tend to make an international

agreement very effective and dominant

on the money conditions of the world.

Vesuvius in Eruption.

Naples, July 6.—A fissure has ap-

peared in the northwest side of the

great cone of Mount Vesuvius, and a

stream of lava is flowing down the

mountain.

THE COLIMA WRECK.

The Local Inspector's Report on the

Fatal Disaster.

Washington, July 8.—General Du-

mont, supervising inspector of steam

vessels, has received from the inspec-

tors of the San Francisco district the

following report of the loss of the Pa-

cific Mail steamship Colima:

"We have to report the Pacific Mail

Steamship Company's steamship Col-

lima, J. F. Taylor commander, for

Panama and way ports in Mexico and

Central America, with 41 cabin and 82

steerage passengers and a crew of 80

persons all told, and 190 tons of cargo,

foundered in a violent gale about 10:45

A. M. on May 27, about 40 miles south

from Manzanillo, taking down with

her all who were on board excepting,

so far as known, 27 passengers and 13

of the crew who were fortunate enough

to have been able to struggle and save

themselves by swimming and clinging

to floating wreckage. Some of these

were picked up by that company's

steamer San Juan, and others drifted

to the beach. We have investigated

the nature of this deplorable disaster,

taking the testimony of numbers of the

surviving passengers and crew, includ-

ing that of the third officer, O. C. Han-

son, who is the only officer saved, and

also of others who were competent to

speak of the vessel herself. We find

from the testimony that nothing un-

usual occurred on the voyage from San

Francisco to the way ports Mazatlan,

San Blas and Manzanillo, and she gave

no evidence or indication whatever of

being cranky or tender from the time

she left San Francisco and crossed the

bar, which was rough, until the morn-

ing she was lost.

"At the way ports above named, sev-

eral passengers left the ship and

others boarded her for south ports, and

at the same time about 100 tons of

cargo were discharged and an equal

amount received on board. The Col-

lima left Manzanillo at 4 o'clock A.

M., May 26. A strong breeze sprung

up at 6 P. M., from the east-south-

east, with a southeast swell, and con-

tinued throughout the night till the

morning of May 27, when it blew a

gale, which at about 10:30 the same morn-

ing suddenly increased to what is de-

scribed as a hurricane by some of the

survivors, and in which the steamer was

knocked on her beams and filled and

sank. From the evidence there appears

to have been no danger anticipated until

five or ten minutes before the ship

went down. It appears there was a

good discipline maintained on board

deck and engine departments. All or-

ders were obey