

BRIEF PACIFIC COAST NEWS

Resume of Events in the Northwest.

VIDUITE OF STEADY GROWTH

Sons Gathered in All the Towns of Our Neighboring State.—Improvement Noted in All Industries.—Oregon.

One farmer of Curry county has shipped 2,000 head of sheep this season and expects to ship 3,000 more.

The Brooks Hopgrowers' Co-operative Association, has decided to pay pickers 25 cents per box of nine bushels during the coming season.

One firm at St. Helens shipped this season 140 tons of salmon, for which the fishermen received, at 4 cents a pound, the prevailing price, \$11,200.

A Cincinnati firm has contracted to purchase 20,000 pounds of hops near Salem. The price agreed upon is 6 1/2 cents, with an advance of 4 cents at picking time.

A tramway three miles long has been built to carry logs from the Rock creek district to the river for the Grande Monde Lumber Company. The work of delivery will begin in a few days.

A colony of 80,000 silk worms has concluded its cocoon spinning at Coquille. It is said the work has been done much quicker this season than before, and if anything the cocoons are better also.

Two residents of Canyon City have just returned after taking three carloads of horses to Memphis, Tenn. They secured from \$50 to \$250 per head for the horses, which were an exceptionally fine lot.

The miners in the Pueblo district in Harney county, are experiencing difficulty in working the placers on account of the scarcity of water at this time of year. Considerable development work in the quartz claims is being carried on.

A Linn county firm have signed the contract to build the bridge across Cow creek, at Glendale, and have gone to that place to begin work. They were also awarded the contract to repair the bridge across the South Umpqua at Roseburg, but have refused to sign the contract, fearing that the upper part of the bridge is not strong enough to support it while in the course of repair.

In Benton county hereafter all officials must pay their own deputy hire. The county court at its session determined not to make any allowance for regular deputy hire, but to allow the clerk \$2 per day for one deputy for each day that the circuit and commissioners' court be in session, and to also allow said clerks \$2 for each deputy in making up the tax and delinquent rolls, and to allow the sheriff \$2.50 per day for two deputies while the jury is in attendance on the circuit court.

The sheriffs in the different Oregon counties are allowed deputies as follows: Baker and Union, each one at \$1,200 and one at \$900; Wasco and Grant, each one at \$1,200; Douglas, Malheur and Morrow, each one at \$1,000; Clatsop, one at \$1,260, one at \$900; Jackson, one at \$1,500; Harney, one at \$960; Linn, Polk, Sherman, Tillamook and Yamhill, each one at \$900; Coos, one at \$700; Lane, one at \$75 and one at \$80; Marion, two for \$2,500; Washington, one at \$500; Multnomah, thirteen at \$75 to \$150.

Washington. Government Timber Inspector Atkinson is after a number of Skagit river homesteaders, who have been cutting timber on government land.

The Wenatchee fruitgrowers have perfected an organization for the purpose of getting their products on the market to better advantage.

The Centennial flour mill, at Spokane, has been closed down for repairs, and when it resumes operations it will have a capacity of 800 barrels per day, making it by far the largest mill in the state.

Bees, for some reason, seem to be growing more plentiful in Whitman county, says the Garfield Enterprise. Several swarms are captured each season, when a few years ago such an occurrence was a rarity.

A crew of men are now at work on a 1,000-acre farm on the Snohomish river, preparing it for a colony of Hollanders, who are expected to arrive in a short time. A big farm house has been finished and a quantity of stock has already been secured.

A prominent Spokane hogbuyer says that hogs will bring a better price in a near future, as several packing-houses will be constructed in the state by Eastern capitalists, and that there will be a market on the coast from now on for all the hogs that will be raised.

The salmon run on the Snohomish river has begun and there is every prospect that it will be a large one. This is the year for the extra big run of silver salmon, as they are supposed to run in greater numbers every fourth year, and it has been four years since there was a big run. The fish buyers are paying 2 cents per pound undressed. The several new canneries on the Sound make the demand for fish very great.

A TERRIBLE DEATH.

The Naphtha Launch Explodes With Fatal Results.

Marshfield, Or., Aug. 25.—News of one of the most terrible fatalities that has ever happened in this locality reached town this morning when the Gardiner stage arrived. Captain Wylie, wife and child 3 months old were the victims of the sad accident, caused by the explosion of a gasoline launch belonging to W. A. Reed, senator-elect from Douglas county, on Smith river. H. Sengstacken, of Marshfield; R. H. Pickering, of Portland, and Charles Meade, of Gardiner, had not ten minutes before gotten off the ill-fated launch. Mr. Sengstacken returned to Marshfield today, and from him the full particulars of the dreadful affair were learned.

The launch was a small craft of about four tons, which was utilized to carry milk to Al Smith's creamery. She left Gardiner at 9:20 P. M. Wednesday, loaded with empty milk cans and several passengers. The night was dark, and the trip up the Umpqua to Smith river was not without much difficulty. One time it was necessary to haul the boat out and repair a huge hole made by running on to a snag. This was done and then the journey continued. Messrs. Sengstacken, Pickering and Meade left Captain Wylie at the Sherrett place at 1:20 A. M. The difficulties encountered before followed the captain during the remainder of the journey. He had left his three passengers about ten minutes behind when he ran on a rock. Here the fatal accident happened. The gasoline gave out, and the captain attempted to fill the supply tank from a smaller one. The liquid evidently took fire before the explosion occurred, as John Graham, the deckhand, and a boy 14 years old, saw what was about to happen and jumped overboard. The captain attempted to rescue his family, but before he could do so the tank became heated and exploded. Graham swam ashore and slept in a vacant schoolhouse all night, and at daylight got up and went to a neighboring farmhouse, stating what had happened. The bodies were all recovered, and the boat was found hung upon the rock and burned to the water-mark on one side.

A FEARFUL FALL.

Defective Parachute Ends the Aeronautic Career of an Astorian.

Astoria, Or., Aug. 25.—J. Weston Daggett, the aeronaut, met with an accident this evening which will in all probability bring his parachute-jumping to a close. An ascension and parachute jump was advertised for 5 o'clock, but the usual delay occurred, and it was 7 o'clock before everything was in readiness. A large crowd had assembled, from among whom the aeronaut collected \$28. He was dissatisfied with this, and, before ascending, made a short speech, stating that he had not been treated with a great degree of liberality. "There is not enough in the money subscribed," he remarked, "to pay my funeral expenses, but I'm going up, anyway." When about to start, Daggett's attention was called to one of the parachute ropes, which had been broken. "Never mind," he said, "let her go." The balloon was then let loose and ascended to a height of about 2,000 feet. A slight current of air carried it in a southerly direction, and, when a short distance south of the schoolhouse, the parachute was disconnected.

For the first 300 feet it came down like a rocket, and the cry, "He's killed!" went up from hundreds of throats. The parachute then became partly filled, and the descent was somewhat checked. It was seen that the ropes had become twisted, but the aeronaut retained his self-possession, and, by swinging, endeavored to get the ropes into position. In this he was unsuccessful, and he came down with a succession of lightning-like flights. When about 100 feet from the ground, the aeronaut seemed to have lost his power to check his descent, and he fell with a terrible thud on one of the sidehills south of the residence portion of the city. He was quickly picked up and conveyed to St. Mary's hospital, but the exact nature of his injuries cannot yet be stated. The legs are thought to be driven up into the hips, the collar-bone broken, and it is feared that internal injuries have been sustained.

Discovered a Marble Mountain.

Tromsøe, Norway, Aug. 25.—Messrs. Trever, Bataye and Grawood, the last two being members of the expedition headed by Sir Martin Conway, have returned in a little steam launch. It is announced that the results to geology and geography will be very valuable. Sir Martin Conway's expedition was the first to cross Spitzbergen from east to west. In the central portion of the island was found a vast system of glaciers and a magnificent ice plateau. Sir Martin Conway's expedition also made a complete exploration of the Horn sound tynd, a mountain in the southern part of Spitzbergen nearly 5,000 feet in height. They report that it is a peak composed almost entirely of marble.

Across the Sun's Disc.

Washington, Aug. 25.—The discovery of a satellite across the disc of the sun was made at noon Sunday by Louis Cathman, a Chicago astronomical observer, now in this city.

RELICS OF THE PAST.

Interesting Discoveries by Pennsylvania Mound Excavators.

Pittsburg, Aug. 24.—Great interest is manifested over the discovery of implements in a mound at McKee rocks, which is being excavated for scientific purposes. The mound is believed to have been built by the ancient mound builders, and the implements found today place the mound on a par with those that have been explored elsewhere. The work is being done under the direction of Thomas Harper, of this city, who believes that the specimens found here are not less than 1,000 years old, and proves that they were made by the most ancient people that inhabited this country. The list includes a bone implement which Mr. Harper believes was a flaker, the pieces of which are separated in five or six parts. Bone needles or awls also were found, and Mr. Harper says they can be partially restored.

A tomahawk, which Mr. Harper regards as being not less than 1,000 years old, was found. The same kind of weapons are also found on the British Isles. It is made of gneiss. He considers this an extraordinary discovery. The bone implement, or flaker is the implement which the ancients used in making flint instruments. The specimens will be placed in the Carnegie museum.

Since this mound was opened, a month ago, sixteen skeletons have been found, many of them of gigantic stature.

CALIFORNIA MINES.

Transvaal Operators Looking Toward That State.

San Francisco, Aug. 24.—If present indications can be relied upon, the recent political troubles in the Transvaal, South Africa, are likely to have a beneficial effect on the mining industry in California. As is probably well known, there has been an exodus of mining engineers from the Transvaal during the past few months. Hammond, Perkins and many other mining experts who have had a hand in the direction of vast mining enterprises in the Johannesburg district, have retired from the scene of the recent disturbances for prudential reasons, and are now in London. Many of these gentlemen still retain their South African connections, but, instead of devoting their attention to African mining affairs, they are looking for good investments in other mining sections of the world on behalf of the companies and corporations they represent. California is attracting not a small share of their attention, and, from what can be learned from mining engineers now here, there is a disposition on the part of moneyed kings of the Transvaal to invest heavily in mining properties in this state.

TO SHOW AMERICAN GOODS

Southern Republics Do the Right Thing by Manufacturers.

Washington, Aug. 24.—The president of Argentina has issued a decree, a copy of which has been forwarded to the state department, remitting all duties on articles sent from the United States for the purpose of showing the manufacturing and commercial industries of this country. The movement for these exhibitions originated in Philadelphia. The Venezuela government has granted a concession to an American to establish permanent exhibitions of American goods at Caracas, Maracaibo and other large cities of Venezuela.

A new phase of the long contest between Chile, Bolivia and Peru is reached by which Bolivia is promised a coast line on the Pacific. More than a year ago the treaty was made by giving Tacna and Arica to Chile, thus leaving Bolivia cut off from access to the ocean and one of the few countries situated like Switzerland, entirely without a coast line. Since that time, the countries have been negotiating and it is said a treaty by which Bolivia gets back a strip through Tacna and Arica sufficient to give her an outlet to the Pacific.

A Bicycle Combination.

New York, Aug. 24.—The World will publish the following: The big manufacturers of bicycles have formed an association to promote sociability and good understanding among its members, it is stated. The associations' members represent \$28,000,000 invested in rubber and bicycle plants. It was formed at a recent meeting held at the old Manhattan Athletic Club house. It will hold another meeting, which will take the form of a banquet, in September. There will be semi-annual meetings, or banquets, after that. The members will, according to their own statements, arrive at "tacit understandings."

Manitoba School Question Settled.

Ottawa, Aug. 21.—It has been ascertained on good authority that the Manitoba school question is as good as settled, and there will not be any necessity for remedial legislation. This decision has been arrived at after numerous interviews between members of the provincial government of Manitoba and the Dominion government.

Franklin was widely known as a writer on economy and political subjects before he had reached 25.

BRADSTREET'S REPORT.

The General Trade Is Confined to Staple Lines.

New York, Aug. 24.—Bradstreet's weekly trade review says:

General trade throughout the United States is practically confined to staple lines. The volume of business is no larger. Where orders have increased in number, they are smaller in size. In most instances they are based on nearby requirements. The feature of the week is the increased difficulty in making collections and the higher rates for mercantile discounts. Credits are being scanned more closely than heretofore, and are granted less freely. Business in South Carolina is retarded by drought, and in Northern Louisiana, Texas, Southern Arkansas and Mississippi prolonged drought has so interfered with business in some sections that it amounts to a calamity. Some Northwestern lumber mills shut down owing to low prices and difficulty in obtaining money, while the demand for woollens for spring delivery is not yet sufficient to start machinery going.

Wheat exports continue well, total shipments from both coasts of the United States and from Montreal this week (flour included as wheat) amounting to 2,991,693 bushels, against 2,635,000 bushels last week, and as compared with 2,389,000 bushels in the week a year ago, and with 3,182,000 two years ago.

The total business failures in the United States is 244 this week, six more than last week, seventy-two more than in the week a year ago, and thirteen more than the third week of August, 1894, the period of extreme depression after the panic of 1893.

MODIFIED THE ORDER.

Railroads May Carry Certain Letters Without Postage.

Washington, Aug. 24.—Acting Postmaster-General Neilson today modified the recent order of the postmaster-general prohibiting railroads from carrying, without payment of postage, mail relating to railroad business. The modified order was issued to meet the views expressed in an opinion by Attorney-General Harmon, to whom the matter had been referred at the request of the railway companies.

The attorney-general held first, that a railroad company has the right to carry letters without payment of postage, that are written and sent by the officers and agents of the railroad company which carries and delivers them, concerning its business, and these only. They may be letters to its other officers and agents, to those of connecting lines, or to any one else, so long as no other carrier intervenes. The moment this occurs, such other carrier is transporting letters for a third party, which is contrary to law. Letters of a company addressed to officers or agents of a connecting line on company business and delivered to an agent of the latter at the point of connection may be carried by the latter to any point on the line, because, such letters comes within the principle already expressed. But any company or officer or employee thereof carrying letters which are neither written by that company nor addressed to it, is liable to the penalties imposed by law. This is the rule, though the intervening carrier may have an ultimate interest in the subject of the correspondence.

AN INFANT MONSTROSITY.

An Eight-Months-Old Male Child Dies of Old Age.

St. Louis, Aug. 24.—Sherman Robert Burch died of senile debility at the age of 8 months. The child was born last December, and on Monday died of old age. He had passed through all the intellectual phases that are common to mankind, but so rapidly that he had not time nor opportunity to gather the knowledge that comes of experience and precept or the wisdom born of thought. His brain developed and then withered with a rapidity comparable only to the growth and decay of Jonah's gourd.

The face and head of the child made a striking feature. The head was wedge-shaped, broad at the top and tapering to a point at the chin. It was surmounted by a crop of dark brown hair, rather scant, but strong and of full size. It was not such hair as grows on the head of an 8-months-old baby. It was strong and coarse as that of a man of mature age. On the upper lip was a slight mustache, plainly outlined, while all over the face a straggling beard was discernible.

"The baby was unusually bright," said the father. "He began to notice almost as soon as he was born, and by the time he was a week old he seemed to know as much as his older brother, who was a year old. He did not try to talk, but would look at you as though he knew what you were thinking about. He never did look like a child, nor act like one. He was a little old man."

An Ignoble Red Man.

Olympia, Wash., Aug. 20.—Jimmy Sam, a well-known Indian about town, some time during last night stabbed another Indian, named Jackson, from Lewis county, five times in different parts of the body. Jimmy was lodged in jail and Jackson is still alive.

AUDACIOUS CUBANS.

Held-Up and Derailed a Military Train Near Havana.

Havana, Aug. 21.—The mystery of a missing military passenger train, which was due here last Sunday, has been solved, and it furnishes another instance of the audacity of the insurgents and of the troubled state of affairs existing in the province of Pinar del Rio.

On Sunday last, a train having on board a number of civilian passengers and a strong escort of troops, consisting of a regular car and armored cars for the military escort, left Consolacion del Sur, Pinar del Rio, for this city, and should have arrived here the same day, but the train did not appear. The railroad authorities became alarmed and the military authorities were notified. Apparently, however, the latter were very slow in taking action. In any case, throughout Monday the military authorities professed absolute ignorance of the whereabouts of the train, although it was understood that inquiries of some description had been made along the line, but without any definite result.

This failure to obtain the necessary information caused the railroad people to renew their representations to military headquarters and eventually on Tuesday, several exploring parties, consisting of cavalry scouts, reported having heard heavy firing between Bacunaga and Tacou. The latter town is about one-third the distance between Consolacion del Sur and Havana, and not far from the town of San Cristobal. Consolacion del Sur is only a short distance from Pinar del Rio, capital of the province of that name. Later, the scouts reported that the passenger coach, together with the military cars, had been derailed between Bacunaga and Tacou, and it appeared as if severe fighting had taken place between the escort of the train and the insurgents who attacked it. This news stirred up the military authorities sufficiently to cause them to send relief trains loaded with troops toward the scene.

These forces, consisting of the Arapiles and Basastro battalions, under the command of Colonel Arjoua, have just returned. The troops brought with them passengers, who are over forty-eight hours late, and the survivors and wounded of the military escort of the train. The latter, it appears, was running between Bacunaga and Tacou, and when near the point known as kilometre 113, the train was compelled to slow up on account of an obstruction across the line. As it did so, a smart rifle fire was opened upon the train from both sides of the road, while a party of insurgents were seen to march out of concealment behind the train and place heavy obstructions across the road. Other insurgents occupied themselves actively in removing the rails behind the obstruction, thereby catching the military train in a trap from which it could neither advance nor retreat.

The troops returned the fire of the insurgents, who kept well under cover, and whose bullets splintered the glass of the sides of the coaches. The firing lasted three hours, according to the official statement. At the end of this time, the insurgents are said to have been repulsed. It is added that the military escort upon the arrival of the relief train, burned the military passenger train and returned to the city with the Babastro and Arapiles battalions.

Unofficial versions of the affair, however, claim that the train was derailed and subsequently burned by the insurgents and that the escort of the military were rescued just in time to save them from being exterminated by the enemy. As it was six soldiers of the escort are admitted to have been killed and twenty-one soldiers were brought here wounded. The lieutenant is expected to die.

Later details confirmed the statement that it was derailed by the insurgents who dynamited it, and afterwards destroyed the cars completely.

The defense made by the escort is said to have lasted practically three days, although it is claimed the firing continued all that time.

The insurgents who attacked the military train were in strong force, and it developed later today they also tried to dynamite the relief train, but without effect. Colonel Aronaja reports that in retiring with the rescued escort of the train, he was attacked by Antonio Maceo and a force of 5,000 insurgents. Artillery fire, however, was opened upon the enemy and the latter retreated. The Spaniards claim the insurgents did not burn the military train until after the relieving column of troops had retired.

Russia's Pacific Port.

St. Petersburg, Aug. 21.—The government has dispatched engineers to carry out the work necessary to make Vladivostok a commercial port. It is hoped that they will be completed during 1897. Prince Khilkoff, the minister of communications, who has gained considerable experience in railroad matters through visiting the United States and serving on railroads there, beginning as an assistant stoker, is now inspecting the trans-Siberian railroad and will proceed to Vladivostok. From there, the prince will go to Japan and thence to San Francisco, New York, London and Paris.