

GUATEMALA OUTBREAK

Barrios Carrying
Matters With High Hand.

CH FOR BUTCHER WEYLER

Compelled to Flee the Coun-
try for Safety—Outbreak Occurs in a
Place—Outlook Bad.

San Francisco, Oct. 4.—The steamer
arrived from Central America
today with the first authentic
news of the revolution in Guatemala.
The revolution broke out on September
10, and was participated in by several
thousands, viz: San Marcos, Quezalten-
ango, Huehuetenango, Totonicapan,
Chimaltenango, Outeche and Salto.

The revolt was opened with an attack
on the outposts of Quezaltenango and
districts, which proved eminently
successful. The revolutionists, how-
ever, withdrew to gather reinforce-
ment from the surrounding country.
Three days after the first shot was
fired, the government sent the follow-
ing to the field: General L. G. Leon,
1,500 men; General S. Toledo,
43 pieces of artillery and 2,000
men. One battery promptly deserted
the enemy after leaving the city.

On September 9, J. Castillo, aid to
the governor, arrived on the scene with an
army force of malcontents from
adjacent provinces, and, after a
brief engagement, took the city of
Quezaltenango. Meanwhile, Barrios
carrying matters with a high hand
the rebels within the citadel.
Having money, he applied to Don Juan
Guerra, a well-known capitalist,
through the medium of General Roque
Sandoval, who is noted for his cruelty.
Sandoval, who the loan would mean his
own ruin, Apricio hesitated, and
promptly taken to the castle and
tied up by the thumbs. Upon re-
fusing to accede to the demands made
by him, Apricio was lashed until he
fainted from the torture, and, still be-
lashed, when he recovered his
senses, Morales cursed him and shot
him dead. His many friends, however,
their revenge shortly afterward, for
the city of Quezaltenango was
ruined, Roque Morales was shot without
courtesy of a trial. Grave accusa-
tions of cruelty to women, the wives
of slaves of men who had joined the
revolutionists, are made against the dic-
tator Barrios.

The San Blas brought a party of 14
Americans from the scene of the revolu-
tion, all of whom agree that it will be
some time before peace is again re-
stored. Four of the party left Quezalten-
ango after the town had been sur-
rounded by government troops and or-
ders had been issued that no one should
be allowed to leave. They state that
Americans are thrown into jail on the
slightest provocation, on the ground
that they are plotting against Barrios,
and that nine Americans were in
jail at Quezaltenango. The mer-
chants of Guatemala City are expecting
trouble at any time, and have made
arrangements to close their places of
business at a moment's notice.

AN ENGLISH CONCESSION.

Hasten the Completion of the Ni-
caragua Canal.

Washington, Oct. 4.—The report
of a bill has been passed by the con-
gress of Nicaragua granting a 30 year
concession to the Atlas Steamship Com-
pany, of London, for the exclusive
navigation of the Rio San Juan
Norte, with authority to deepen the
channel at various points and also to
construct a railroad from the Silicon
point to the river, cannot be officially
affirmed here.

The Nicaragua congress has granted
concession to the Atlas company, that
may arouse quite a diplomatic
commotion between representatives of
the Greater Republic of Central America
and the United States.

The solution of the complications
between the three governments are
likely to be a treaty between the
United States and the Greater Republic
of Central America, the completion of the Nicaragua
canal by this government.

It is stated by persons familiar with
the Nicaragua canal affairs that either the
United States or the Nicaragua Canal
company will institute an inquiry con-
cerning the grant to the Atlas company.
The two waterways (the San Juan
river and Lake Nicaragua) are said to
be two of the links of what will ulti-
mately be the Nicaragua canal.

The state department recently re-
ceived a report from Consul O'Hara, of
Managua, giving brief details of the
concessions granted to the British com-
pany, and stating that it embraced vari-
ous exclusive privileges in the Silicon
region, the San Juan river and Lake
Nicaragua. Since then additional in-
formation has become available as to
the plans of the Atlas company.

Cubans Treating for Peace.

London, Oct. 4.—A special from
Madrid says a rumor prevails there to
the effect that important communica-
tions have been received by the Spanish
government from the leaders of the Cuban
insurgents, suggesting the basis of a
possible settlement of the Cuban diffi-

FOR FORGETFUL ENGINEERS.

New Life Saving Device That Has Been
Successfully Tested.

St. Paul, Oct. 4.—A very ingenious
and valuable contrivance for the saving
of life by preventing railroad accidents
through the forgetfulness of trainmen,
has been invented. The machine has
just stood a very severe test on the
Great Northern railroad, after having
been previously operated successfully
on the St. Paul & Duluth road. Prac-
tical railroad men have given strong
endorsements to the device after seeing
its work.

The object of the device is to provide
an accurate and reliable reminder sig-
nal and distance indicator for loco-
motives by which engineers are prevented
from forgetting their train orders as to
stopping or meeting places. The mech-
anism is simple, but positively connected
with the forward trucks of the engine,
accurately measuring the distance trav-
eled.

The dial is placed in front of the en-
gineer, showing correctly the distance
traveled. Above the smaller of two
dials are placed 15 triggers or dogs,
pivoted at equal distances around the
center.

When the engineer receives his or-
ders, he sets one or more of these trig-
gers to a point one mile short of the
distance to be traveled before reaching
the stopping place. The mileage indi-
cator, on reaching such point, releases
the trigger, which starts a signal whistle
blowing. This continues to blow for
one-quarter of a mile, promptly warn-
ing the engineer of the near approach
to a stopping place. If the engineer is
inattentive and fails to stop when this
last mile has been run over, the ma-
chine sets the air brake and stops the
train for him. A train similarly
equipped coming in the opposite direc-
tion would be stopped in the same
manner. The device can be made to
run forward or backward. For foggy
or stormy weather, or for darkness, the
device is considered especially valuable
for ordinary road use, although its life-
saving feature was the point at first
sought for by Mr. Wallace.

After a trial on the St. Paul & Du-
luth, and trials on the Fergus Falls
division of the Great Northern, the new
invention was given an unusual test on
the recent trip of President Hill to the
coast and back. For this trip, the new
scheme, with one engine, No. 663, with
Engineer John Wilbanc for the entire
trip, was tried, and the new life-saving
device was on the engine. For 1,820
miles to Seattle on the Great Northern,
170 to Portland on the Northern Pacific,
450 to Spokane on the O. R. & N., and
through Montana and back to St. Paul,
the new device measured all distances
with accuracy, and by other tests com-
pletely demonstrated its ability to do
all claimed for it. President Hill has
approved it with considerable enthusi-
asm, as have other officials on his road.
During the past few months, this new
device has been used successfully on
over 10,000 miles of road. A feature
of the test is that it has been made
with the inventor's working model.

Admiral Beardslee Reports.

Washington, Oct. 4.—Admiral
Beardslee, who has been in command
of the Pacific station three years, re-
turned to Washington today and called
upon Secretary Long and Secretary
Sherman. With the latter he went to
the White House and called upon Pres-
ident McKinley. The admiral, in a
short time, will make a formal report
to Secretary Long, giving his views
and opinions on the Hawaiian situa-
tion, and such information as he has
gained during his long stay at the is-
lands. The administration is anxious
to have a general review from such an
intelligent and experienced source as
Admiral Beardslee.

Speaking of the reported opposition
to annexation, the admiral said today
that it amounts to little. The substan-
tial business interests on the islands,
with few exceptions, favor annexation.

Sold Her Husband.

St. Louis, Oct. 4.—According to the
Post-Dispatch, John A. Truitt, a con-
ductor on the Northern Central electric
street-car line, was sold by his wife for
\$4,000 to a woman who declares that
she loves the man more than his wife
does. The deal was the sequel to the
following remarkable statement made
to Mrs. Truitt by a Mrs. Stevens, who
lives in this city with her father:

"Mrs. Truitt: I love your husband,
and I want him. I have traveled the
world over, and he is the first man I
ever loved. I will give you \$4,000 cash
for him if you will give him up."

Truitt, who is the father of four
children, seems to agree to the deal.
It is stated that last Tuesday Mrs.
Truitt, knowing that her husband loved
another, attempted to take her life by
swallowing a big dose of morphine.

Aid From the Canadian Pacific.

Montreal, Oct. 4.—It is announced
that the Canadian Pacific Company in-
tends without delay to extend the rail-
road into Rossland, B. C., and that
capitalists closely identified with the
railway company have partly completed
arrangements for the erection of a large
smelter on the Columbia river, which
will treat the Rossland ores practically
at cost, and that the shipping mines
will be connected with the smelter by
an aerial tramway. The Canadian
Pacific also proposes adopting similar
methods in the Slokan country.

TROUBLE PATCHED UP.

Hawaiian-Japanese Dispute Is Settled
Without Arbitration.

New York, Oct. 4.—A Herald special
from Washington says: An official an-
nouncement of the departure of the
Japanese cruiser Naniwa from Honolulu
for Yokohama, with the statement that
the immigration question between
Japan and Hawaii is likely to be
shortly settled without arbitration, has
thrown a peaceful aspect around Ameri-
can questions in the Pacific. This
cheering news has been communicated
to the state department by Minister
Sewall at Honolulu, whose mail report
has just reached the department.

The most important statement by
Mr. Sewall is that the Hawaiian-Japan-
ese authorities have estimated that
\$100,000 in gold will settle the claims
of the latter against the Dole govern-
ment, for the rejection of immigrants
who came to the island last spring.
Heretofore Japan has sheltered herself
behind the statement that Hawaii must
admit first the "principle of monetary
liability," and when this admission
has been made, she would be willing to
discuss the amount that should be paid
to save the wound her dignity has
suffered.

The fact that the mikado is now will-
ing to discuss the amount that he
claims is due her instead of the principle
means in the opinion of the state
department officials that, if necessary,
the Dole government authorities can
rid themselves of a troublesome ques-
tion before congress convenes so that
Hawaii may present herself for admis-
sion to the union free from foreign
questions which might be a stumbling
block in her way to coalition with the
United States. Of course, it is op-
tional with Hawaii to pay this amount,
and, as President Dole has never ad-
mitted Hawaii's liability to pay a
monetary indemnity as a result of the
exclusion of the Japanese immigrants,
they may feel that if they pay \$100,000
in gold to Japan such action may make
them liable to further payments should
in the future other immigrants be re-
jected. This would be an especially
serious matter in case union with the
United States were not accomplished.

It was suggested by a state depart-
ment official, however, that Hawaii
might follow the course pursued by the
United States in cases of outrage upon
foreign citizens in this country. It is
usual for the government to pay an in-
demnity to the families of the victims,
with the understanding, however, that
such action has no reference to the
question of liability.

State department officials would be
glad to see the question finally disposed
of before the senate takes the annexa-
tion treaty under consideration.

The departure of the Naniwa was
announced by Minister Sewall and Rear-
Admiral Miller. The admiral has sat-
isfied himself that the cruiser has really
gone to Japan, and in this case the
Philadelphia will come home on the ar-
rival of the gunboat Wheeling, with
her orders to return "when the Naniwa
has left."

Another feature of Minister Sewall's
report, which was pleasing to the offi-
cials, was the statement that all was
quiet in the islands. He refers to the
Japanese portion of the community,
stating that they were evidently peace-
fully disposed, or, at least, there is not
present evidence of an intention on
their part to precipitate an uprising.

FROM ST. MICHAELS.

Tug Holyoke Arrives Safely at Port
Townsend.

Port Townsend, Oct. 1.—The tug
Holyoke arrived tonight from St.
Michaels, having left there on Septem-
ber 11 with the schooner W. J. Bryant
in tow.

On the 21st of the month, while off
Kadiak island, a heavy storm prevailed,
and the tug was forced to heave to for
a period of 28 hours. During the storm
the hawser which connected the schooner
and the tug parted, and the schooner
went adrift. While it is not thought
the Bryant has been lost, grave fears
for her safety are entertained. She car-
ried a crew of seven men and two pas-
sengers, the latter being Engineer Tur-
ner and wife, of the steamer Eliza
Anderson.

The reason given for the probable
safety of the Bryant is that she was
known as one of the best sea boats of
her tonnage in the North Pacific
waters. She is 55 tons measurement,
and for many years was used as a pilot-
boat off Cape Flattery and at the
mouth of the Columbia river.

Captain Clinger, of the Holyoke, says
the Bryant may be expected to sail up
the Straits at any time.

Captain Tom Powers, of the Eliza
Anderson, returned from Dutch harbor
on the Holyoke. He indignantly de-
nies the report that the Anderson will
leave her bones where she now lies,
but says the old craft will be on the
Sound and Alaska run next season,
and that a scarcity of fuel is all that
prevented him bringing her back to the
Sound now. He says the Anderson
never leaked enough to drown a rat,
and that all the passengers who went
north on her will verify his story.

People at St. Michaels are well pro-
vided with the necessities of life for
winter, and many of them are engaged
in building boats which will be oper-
ated on the river next season.

SUPREME COURT DECISION.

Payment of State Warrants Will Soon
Begin.

Salem, Sept. 30.—The supreme court
convened today. Justices Wolverton
and Bean being present.

The petition for rehearing in the case
of E. D. Shattuck, appellant, vs. Har-
rison B. Kincaid, secretary of state,
respondent, was denied. This is the
mandamus suit brought by the appel-
lant to compel the respondent, as sec-
retary of state, to audit his claim and
issue a warrant on the state treasurer
in payment thereof, for salary as cir-
cuit judge of the fourth judicial dis-
trict.

This suit was commenced in Judge
Hewitt's court, department No. 2, cir-
cuit court of Marion county. Upon
the filing of a complaint the court
issued an alternative writ of manda-
mus, addressed to the defendant and
reconvened, as asked, to show cause for
not complying with the plaintiff's de-
mands. A general demurrer to the writ
was filed by the defendant, and the
court ordered a pro forma judgment,
sustaining the demurrer. The plaintiff
refused to amend or further plead, and
the court ordered the writ quashed, and
gave judgment for the defendant, dis-
missing the proceeding. From this
judgment appeal was taken to the su-
preme court. A lengthy opinion was
rendered, in which it was held that the
demurrer should have been overruled
and the case remanded. A petition
for rehearing was filed by the secretary
of state's attorneys without his advice.
One petition, prepared by N. B. Knight,
was published before being filed with
the court. The petitions were both
overruled.

Secretary Kincaid said today that he
has no disposition to delay the matter
further, and it being satisfactory to
both parties to the suit, it is under-
stood, the supreme court has agreed to
issue a peremptory writ, and the sec-
retary of state will begin issuing war-
rants right away.

Average Keeps Up.

New Orleans, Sept. 30.—The yellow
fever situation here continues exasper-
atingly the same. A daily average of
18 to 20 new cases and 2 deaths has
kept up. But, while there is no sign of
an epidemic visitation, the slow pro-
gress of the disease puts obstacles daily
in the way of the merchant public, who
are anxious to again resume trade with
the surrounding country. The record
today was not unlike that of many
other days, in that it showed a death
through sheer neglect of the patient.
There have been 21 cases up to date
having a fatal termination. The facts
are incontrovertible that at least one-
half died through neglect or lack of
attention. Business is showing feeble
signs of revival, and the railroads are
putting forward superhuman efforts to
secure a modification of the quarantine
regulations. Dr. Oliphant's trip up
the road tomorrow, at the invitation of
the Southern Pacific Company, with a
view to securing a modification of the
existing quarantine, will settle it
whether trade is to stagnate for several
weeks longer or whether it is partially
to be resumed at once.

Today two deaths were reported.
There have been a total of 177 cases
to date. A number of patients were
discharged today.

T. E. Gill, proprietor of the Biloxi
Manufacturing Company, died this
morning at Biloxi.

Scarcity of Sailors.

San Francisco, Sept. 30.—Over 30
vessels have finished loading wheat in
San Francisco this month, and the mat-
ter of securing sailors for them has re-
solved itself into a serious problem.

"What's the good of a charter to a
vessel when a captain cannot produce
sailors to man her?" was a remark
made by a disgusted British skipper
yesterday. "Many a good ship is load-
ed and ready to sail, but is compelled
to swing at her anchor because the
master cannot procure men at the ruling
rate. It will come to a split up
pretty soon, and the sailors' wages will
advance, contract or no contract."

The situation is about as follows:
Nearly all the British ships in port are
under contract to certain shipping mas-
ters. These latter have agreed to sup-
ply men all the year around whenever
required, and at no time are wages to
exceed \$20 per month and \$40 advance.
At the present time the rate in Port-
land and on Puget sound is \$30 a
month and \$60 advance, consequently
sailors in this port will not ship at the
lower rate. At the present time the
ships Bothwell, St. Mirren, Dagonar,
Glencard, Kensington, Largiemore,
Leicester Castle and Matterhorn, and
the barks Cloncaird, Forfarkshire and
Iverlochy are lying in the stream
awaiting crews. Some of them are at
an expense of \$250 a day, and at that
rate will soon eat up the extra wages
demanded by the men.

By Rail From Trail.

Trail, B. C., Sept. 30.—The last
spike on the Trail-Robson branch of
the Columbia & Western railroad was
driven this morning in the presence of
many spectators. Tomorrow, the first
freight train will bring coke from Rob-
son, and a regular passenger service
will be inaugurated as soon as the Cana-
dian Pacific railroad affords proper
connections at Robson for Nelson. The
road is 21 miles long, and runs up the
Columbia river from Trail to Robson,
connecting there with the Canadian Pa-
cific branch to Nelson.

WEEKLY MARKET LETTER.

Downing, Hopkins & Company's Review
of Trade.

A low range of values for wheat has
been established during the week as the
result of diminished speculation, in-
creased receipts and accumulating
stocks, the market closing weak under
these conditions, with still lower ten-
dency. Clearances continue large.
Export sales have been only moderate,
and there seems to be a pause in the
European demand. The diminished
volume of speculation is probably the
weakest feature in the market at pre-
sent, as the trade generally have accept-
ed as a fact that Europe wants all the
surplus food products that we have to
spare. The presence of a so-called
"bull clique" has been largely respon-
sible for the decreased trade and done
much to check the advance. The in-
creasing stocks would not prove suffi-
cient to depress values, but in conjunc-
tion with the lessened export demand
and absence of speculation the current
of the market has been turned and un-
til conditions are changed a lower range
of values is to be expected temporarily.

Corn values have suffered a severe
decline, due in part to local speculative
conditions. The salient points of
weakness in the market, however, have
been the large receipts, enormous stocks
and the insufficiency of the cash de-
mand. The forward movement is now
falling off. Farmers have practically
ceased selling. The cash demand is
also improving and a stronger market is
probable next week. Crop prospects
are unfavorable. Serious damage has
occurred since the last government re-
port was compiled, and the next report
will show a very large decrease in the
estimated yield. Present values are
below the average for years past and in-
vite speculative buying. The shortage
in the world's wheat crop would in it-
self warrant better values for corn, but
in connection with the serious shortage
in the potato crop, estimated at
1,000,000,000 bushels, it is apparent
that corn will be in greater export de-
mand than ever before. We regard
present weakness as but temporary, and
certain to be followed by much higher
values.

Portland Markets.

Wheat—Walla Walla, 79c; Val-
ley and Bluestem, 81@82c per bushel.
Flour—Best grades, \$4.40; graham,
\$3.70; superfine, \$3.50 per barrel.
Oats—Choice white, 37@38c; choice
gray, 36c per bushel.
Barley—Feed barley, \$19@20; brew-
ing, \$19@20 per ton.
Millstuffs—Bran, \$14 per ton;
middlings, \$21; shorts, \$15.50.
Hay—Timothy, \$12@12.50; clover,
\$10@11; California wheat, \$10
do oat, \$11; Oregon wild hay, \$9@
10 per ton.

Eggs—18@17½c per dozen.
Butter—Fancy creamery, 45@50c;
fair to good, 35@40c; dairy, 30@35c
per roll.

Cheese—Oregon, 11½c; Young
America, 12½c; California, 9@10c per
pound.

Poultry—Chickens, mixed, \$3.00@
3.50 per dozen; broilers, \$2.00@2.75;
geese, \$6@7; ducks, \$4@4.50 per
dozen; turkeys, live, 9@10c per
pound.

Potatoes.—Oregon Burbanks, 40@
45c per sack; new potatoes, 50c per
sack; sweets, \$1.40 per cental.

Onions—California, new, red, \$1.25;
yellow, 80c per cental.

Hops—13@15c per pound for new
crop; 1896 crop, 6@7c.

Wool—Valley, 14@15c per pound;
Eastern Oregon, 10@12c; mohair, 20c
per pound.

Mutton—Gross, best sheep, wethers
and ewes, 2½@2¾c; dressed mutton,
5c; spring lambs, 5½c per pound.

Hogs—Gross, choice heavy, \$4.50;
light and feeders, \$3@4; dressed, \$5@
5.50 per 100 pounds.

Beef—Gross, top steers, \$2.75@3;
cows \$2.25; dressed beef, 4@5½c per
pound.

Veal—Large, 4½@5c; small, 5½@6c
per pound.

Seattle Markets.

Butter—Fancy native creamery,
brick, 23@24c; ranch, 14@16c.

Cheese—Native Washington, 10@
11c; California, 9½c.

Eggs—Fresh ranch, 20@21c.

Poultry—Chickens, live, per pound,
hens, 10c; spring chickens, \$2.50
@3; ducks, \$3.50@3.75.

Wheat—Feed wheat, \$30 per ton.

Oats—Choice, per ton, \$22@23.

Corn—Whole, \$24; cracked, per ton,
\$23; feed meal, \$22 per ton.

Barley—Rolled or ground, per ton,
\$22; whole, \$22.

Fresh Meats—Choice dressed beef,
steers, 6c; cows, 5½c; mutton sheep,
5@5½c; pork, 7c; veal, small, 6c.

Fresh Fish—Halibut, 5@7c; salmon,
3½@5c; salmon trout, 7@10c; flounders
and sole, 3@4; ling cod, 4@5; rock
cod, 5c; smelt, 2½@4c.

San Francisco Markets.

Wool—Choice foothill, 8@12c; San
Joaquin, 6 months' 7@9c; do year's
staple, 7@9c; mountain, 10@11c; Ore-
gon, 11@14c per pound.

Hops—10@13c per pound.

Millstuffs—Middlings, \$19.50@20;
California bran, \$18.50@14.50 per ton.

Onions—New red, 70@80c; do new
silverskin, 85c@1 per cental.

Potatoes—New, in boxes, 35@85c.

Butter—Fancy creamery, 27@28c; do
seconds, 25@26c; fancy dairy, 23@24c;
good to choice, 20@22c per pound.