

Lincoln County Leader

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TOLEDO.....OREGON

CURRENT EVENTS OF THE DAY

Comprehensive Review of the Important Happenings of the Past Week Culled From the Telegraphic Columns

The secretary of the interior has dismissed the appeal of the state of Oregon from the decision of the land office, holding for cancellation the indemnity school selection of lands in The Dalles land district of Oregon.

Authentic reports have reached Shanghai of recent date from all sections of the Chinese empire, indicating that riot and attack upon foreigners is the order of the day. The attacks seem to be those of isolated ruffians rather than a concerted action on the part of the populace.

Another rich strike is reported as having been made in the Blue Jay mine, on Yorrison gulch, a tributary of Coffee creek, Trinity county, California, by the Graves brothers. The new pocket is said to be worth \$60,000. It will be remembered that a \$40,000 strike by the Graves brothers caused a rush to Coffee creek last summer.

The senate committee on education and labor has decided by a unanimous vote to report favorably the bill prepared by the trainmen of the country, and recently introduced in the senate by Kyle, providing for the arbitration of railroad strikes by a board of arbitration to be chosen by the strikers and the interstate commerce committee.

A special from Washington says: A cablegram received by the secretary of state from Minister Woodford, at Madrid, announces that the government of Spain has disavowed the letter of De Lome to Senor Canalejas. This disclaimer, as the administration officials are pleased to call it, is regarded as satisfactory, and the president has authorized the announcement that the incident is closed.

Rev. C. O. Brown, the California minister who figured in the Overman case, has been formally dropped from membership in the Chicago Congregational Association.

The outlook in France is gloomy, and many prominent men fear a downfall of the government may result from the recent agitation. One writer declares that anarchy prevails in the army, the law and the streets.

Dispatches from Guatemala state that anarchy reigns supreme throughout the country, as a direct result of the assassination of President Barrios and the plotting of the leaders of various factions to get into power in the republic.

The house library committee has made a favorable report on the bill to appropriate \$10,000 to erect a statue in Monterey, Cal., to Commodore John D. Sloat, who, on July 7, 1846, landed at Monterey and declared the land United States territory.

A dispatch to the New York World from Havana says: General Blanco's fiasco in Eastern Cuba, the postponing of the elections, De Lome's retirement, and the recent activity of the insurgents make the outlook black for autonomy and for Spain. The failure of the scheme of election will be proof to all nations that autonomy is dead, and the government is naturally delaying the evil hour.

There is a rumor in Havana that the palace authorities have a letter written by Consul-General Lee, the contents of which are as interesting, even exciting, for Spain, as the De Lome letter to Canalejas was for the United States. Another report was set afloat that General Lee had resigned. This, however, is known to be untrue. A strong effort is being made to get General Lee in the same boat with De Lome. The members of the autonomist cabinet do not like him.

There is a general impression among the pan-American diplomats in Washington, says a correspondent, that Costa Rica and Nicaragua are very near war. Both governments have assumed belligerent attitudes, according to information which has reached Washington, and it is the expectation of Central Americans in Washington that President Zelaya will demand a disavowal of Costa Rica's responsibility in connection with the revolution in San Juan del Sur. Two British warships are now in Nicaraguan waters, and more are expected. One of these now in Nicaragua is at Corinto and the other at San Juan del Sur.

The annual report of the civil service commission for the fiscal year ended June 30, 1897, has been presented to the president. It begins with a statement to show that after an experience of nearly 15 years the hopes of the advocates of the civil service law have been largely realized. In practice the law has proved effective in the direction of economy. Considering the few changes in the service under the merit system, following the wholesale removals system the economy and efficiency of the one stands in striking contrast to the extravagance and inefficiency of the other. The report speaks highly of the promotion system, based on the efficiency record.

RAILWAY IN WHITE PASS.

English Company to Build From Head of Lynn Canal to Lake Bennett.

Montreal, Feb. 17.—C. H. Wilkinson, representing the British Yukon Company, says the construction of a railroad through White pass, from the head of Lynn canal to Lake Bennett, will be begun immediately by his company. The road, which will be 45 miles in length, will be completed within 90 days of the beginning of the work.

The British Yukon Company, of which the Duke of Teck is president, also holds a charter from the Dominion government for the construction of the road through White pass. The announcement, some weeks ago, of the government's having negotiations with Messrs. Mann and Mackenzie, determined the British Yukon Company to build the road over White pass at once.

The width of the track will be three feet six inches. The grade over the pass will be three per cent, and at points where the grade is the steepest what is known as the "A. B. T." rail will be laid. This rail, which is used in the Hartz mountains in Europe, has notches for the grip to a cog wheel, and is a part of the locomotive. Mr. Wilkinson says the road will be completed by the middle of the summer.

Fatal Blizzard in Alaska.

Juneau, Alaska, Feb. 17.—During the last four days a terrible blizzard has been raging along the coast from the head of Lynn canal to Fort Wrangel. Accounts differ as to the number of the blizzard's victims, varying from 17 to 27. There is no means at present of getting at the facts.

Customs Regulations at Dyea.

Ottawa, Feb. 17.—Mr. McInnis, of British Columbia, speaking in the house of commons, asked if the government was aware that the United States authorities at Skagway and Dyea continue to compel all purchasers of Canadian goods to take an official escort while crossing the disputed territory, and to pay \$6 per day for such escort. Mr. McInnis also wanted to know if some arrangement had not been made between the United States and Canadian governments doing away with this "intolerable discrimination."

Premier Laurier, in reply, said that the arrangement referred to was an official one, and consisted of an understanding that regulations should be issued by the secretary of the treasury which would render effective the privileges of bonding Canadian goods over United States territory at Dyea and Skagway. These regulations, he said, had been issued, though they had not yet been officially communicated to the Canadian government. He believed the regulations would prove satisfactory to Canada.

From Denver to Dawson Afoot.

Logan, Utah, Feb. 17.—A man giving his name as Benjamin Caldwell, who has arrived here, claims to be walking from Denver to Dawson City on a wager, made by Millionaire Stratton, of Colorado Springs, and another Colorado capitalist named Moffitt. The conditions are that Caldwell must walk the distance, starting with 10 cents in his pocket. If he succeeds he will receive \$25,000 from Stratton, from whom he has a card of introduction. No time is set for his arrival at Dawson, but he is expected to reach there by June 1.

Klondikers from Texas.

Dallas, Tex., Feb. 17.—A veritable rush for the Klondike region started here Monday. Nearly 400 tickets were sold from Dallas for Seattle at \$45. The M. K. & T. sold 20 tickets and the rest went to the Santa Fe and the Texas Pacific. Passenger Agent Cady says that since January 16 at least 600 tickets have been sold for the Klondike.

ACCIDENT PLEA SUSTAINED.

Important Decision by Judge Sanborn at St. Louis.

St. Louis, Feb. 17.—In a decision of the United States court of appeals affirming the lower court wherein Mrs. Sarah Smith obtained judgment against the Western Travelers' Association for \$5,000 for the death of her husband, Judge Sanborn gives the judicial conception of the word "accident."

F. M. Smith died from blood poison in 1895 as the result of a sore toe, the skin of which had been abraded by a tight shoe. Mrs. Smith attempted to collect the policy, but was resisted by the association. A jury in Judge Adams' court gave her the full amount of the policy. The association appealed.

Judge Sanborn held that the death of the defendant had been brought about by an external agent and it was an accident. What is not the result of design or prearrangement, said the judge, is accidental. No man intentionally wears the skin off his toes, and such injury must be considered accidental.

Sealing Outlook Not Encouraging.

San Francisco, Feb. 17.—The sealing fleet this season is very small, and the outlook is not encouraging. Captain O'Leary, of the schooner Geneva, reports that seals are very scarce and wild, and the weather very unsuitable for sealing. Captain Nelson, of the schooner Mary Taylor, lost seven of his men by death, and had to put into port for repairs. He also says that few seals are to be found, and predicts a light catch.

FIFTY LIVES WERE LOST

News of the Wreck of the Clara Nevada Confirmed.

CAUSED BY BOILER EXPLOSION

Nothing but Some Wreckage Bearing Name of the Ill-fated Ship Found—Identity of Passengers Unknown.

Nanaimo, B. C., Feb. 21.—A special from Juneau, Alaska, under date of February 12, confirms the news of the loss of the Clara Nevada, and says:

The cause of the disaster was doubtless the explosion of her boilers. Of 50 people on board none is believed to have been saved. The wreck was discovered by Customs Inspector Marquam, of Juneau, who ordered the Rustler to Lynn canal, where the burning vessel had been seen. Wreckage bearing the name of the ill-fated vessel was found, but there was nothing to show the identity of the passengers.

It is thought she carried about 20 passengers, of whom two or three were women. Several were bound for Juneau and the balance for Seattle. Frank Whitney, of Cripple Creek, Colo., was known to be one of the unfortunates. Al Noyes, of Juneau, is also supposed to have been on the Nevada. This is all that is known of the victims.

The first report of the loss of the Clara Nevada was brought here on Monday evening, by the crew of the steamer Islander, and was to the effect that on February 5 the inhabitants of Seward City, a town 30 miles south of Juneau, saw the steamer off shore, ablaze from stem to stern, and that while the witnesses to the awful sight still watched the burning vessel a loud report, as of an explosion of boilers, was heard, and that afterwards nothing more was seen of the vessel or the luckless persons on board of her, but that the following day the beach in that vicinity was strewn with wreckage.

In the absence of details of the catastrophe there is now no way of learning the identity of the passengers. The crew, according to a dispatch from Seattle, whence the steamer sailed on her fatal voyage, was made up substantially as follows:

Captain, C. H. Lewis, of Portland.
Pilot, Ed Kelly.
First officer, — Smith.
Second officer, Harry Bowen, of San Francisco.
Purser, George Forster Beck, of Portland.
Freight clerk, George Rogers.
Chief Engineer, D. Rued, of San Francisco.
First Assistant, Thomas Williams.
Second assistant, Moser, of Seattle.
Carpenter, W. A. Jacobs.
Assistant carpenter, L. Boyle.
Steward, O'Donnell.
Mess boy, Frank Bowen.
Two cabin boys, Perkins and Butler, also known as Tascot.

There were also aboard, whose names cannot be learned, four quartermasters, two sailors, three firemen, three coal-passers, one night watchman, assistant steward, four cabin boys, three cooks (Chinese) and two helpers.

MISS WILLARD DEAD.

Founder of the W. C. T. U. Passed Away in New York.

New York, Feb. 21.—Miss Frances E. Willard, president of the Women's Christian Temperance Union, died shortly after midnight this (Friday) morning, at the Hotel Empire, this city. At the bedside of Miss Willard at the time of her death were her niece, Mrs. W. W. Baldwin; Mrs. L. M. Stevens, vice-president of the W. C. T. U.; Miss Anna M. Gordon, Miss Willard's secretary, and Dr. K. Hill.

Miss Willard had been ill for three weeks. There will be funeral services in New York city, and later in Evanston, Ill., Miss Willard's home, where the body will be taken.

(Miss Frances E. Willard, founder and for four years president of the World's Woman's Christian Temperance Union, and president of the National Woman's Christian Temperance Union 12 years, was born September 28, 1839, at Churchville, N. Y. She was a graduate of the Northwestern university, Chicago. She took the degree of A. M. from Syracuse university. In 1862 she was professor of natural science at the Northwestern female college, Evanston, Ill. In 1866-1867 she was preceptress of the Genesee Wesleyan seminary, Lima, N. Y., and in 1868-1870 she traveled abroad, studying French, German, Italian and the history of fine arts, visited nearly every European capital, and went to Greece, Egypt and Palestine. In 1871 she was president of the woman's college of Northwestern university, and professor of aesthetics; she was elected corresponding secretary of the N. W. C. T. U. in 1871, and in 1877 was associated with D. L. Moody in revival work in Boston. She became president of the Illinois W. C. T. U. and editor of the Chicago Daily Post in 1878, and in 1879 was chosen president of the National Woman's Christian Temperance Union, which position she has since held. Miss Willard was an author of much distinction, and wrote a number of books.

SPAIN MUST DISAVOW IT.

Formal Repudiation of the De Lome Letter Requested at Madrid.

New York, Feb. 16.—A special to the Herald from Washington says: The De Lome incident is still unsettled. The cipher dispatch received from Minister Woodford was not satisfactory. It was taken to the president by Assistant Secretary Day, and after a short conference between them Mr. Day sent another telegram to Minister Woodford. Officially nothing will be said about these two communications, further than that the incident is not yet entirely closed.

It is said that Minister Woodford's cable was a report of his interview with the Spanish minister of foreign affairs, which showed that no direct disclaimer had been made by Spain of that feature of the De Lome letter which has been interpreted to indicate the insincerity of the Spanish government in the matter of autonomy and in the negotiations for a commercial treaty. Absence of such disclaimer is not entirely satisfactory to the president. Accordingly Minister Woodford has been given further instructions on the subject.

Without making any express demand for a disavowal, Minister Woodford is requested by his new instructions to impress upon the Madrid authorities the importance to all concerned of some distinct repudiation of Senor de Lome's declarations, which the president can believe correctly represents the position of the Spanish government.

Mr. McKinley believes that when the Spanish minister of foreign affairs fully appreciates the interpretation which has been put upon Senor de Lome's letter in some quarters of the United States, he will hasten to disavow it. Minister Woodford has been told in a positive way that the president would like to have done; in other words, that he must use delicate diplomacy to secure the end desired, and the president is sincere in the belief that another interview between Minister Woodford and the minister of foreign affairs in Madrid will end the whole trouble.

As far as that feature of the case, the De Lome letter criticizing the president is concerned, the incident is closed. That was established when the state department received Senor Du Bose as charge d'affaires of the Spanish legation to succeed Senor de Lome. The other phase of the letter, the president considers, should very properly be made the subject for further negotiations, in order that Spain should have an opportunity to show that Senor de Lome falsely represented her position when he made the statement he did.

Spain Will Disavow It.

New York, Feb. 16.—The World's Madrid correspondent describing the formal statement of regret at the censure of De Lome's conduct, which he says is about to be made by Foreign Minister Gullon, says the statement will be in the form of a note in reply to a communication from the American government, and will set forth the substance of what the foreign minister said in an interview with United States Minister Woodford, February 10, when the latter submitted the note from the government at Washington informing the Madrid government of Senor de Lome's offense and requesting his recall.

The cabinet had supposed that the prompt acceptance of Senor de Lome's resignation would be sufficient satisfaction for America, the writing of the letter to Canalejas not being an official but a purely private offense. Consequently the telegram from New York representing that the United States government expected further satisfaction for the minister's conduct was a surprise.

It has been arranged that the new Spanish minister shall arrive in Washington before the arrival of the delegates from Spain, Cuba and Porto Rico, appointed to participate in the drafting of a commercial treaty, which Premier Sagasta considers to be of the very highest importance.

All rumors about the sending of Spanish ironclads and torpedo-boats to Cuban waters are premature.

Spaniards Said to Have Opened Letters

New York, Feb. 16.—It is now known on the highest authority that the real reason for sending the torpedo-boat Cushing to Havana was that the authorities have been tampering with the mail sent to the battle-ship Maine in Havana harbor, says the Washington correspondent of the Herald. This resulted in Captain Sigsbee, of the Maine, sending a protest to Washington, with the suggestion that a regular service be established between Key West and Havana by means of torpedo-boats. On the strength of this protest the Cushing was sent to Havana.

Although it has been freely reported that official mail has been tampered with in the past, Secretary Long said last night that he had received no reports from Captain Sigsbee saying that the Spanish authorities had interfered with his letters in any way.

"The dispatch of the Cushing to Havana," he said "was in line with the department's action in sending the Maine on a friendly visit to that port and the Montgomery to Santiago de Cuba. I expect she is now on her way back to Key West."

COOK INLET TO THE YUKON

Need of a Railroad to the Interior of Alaska.

Among the many railroad schemes projected for the Yukon and the interior of Alaska this season, the one that is receiving careful consideration among promoters is a line from Cook Inlet over the glacier and down the Tanana river.

The subject is one that engages the attention of railroad men of the Coast. Several surveying parties, it is reported, will be sent early to the North for the purpose of ascertaining as soon as possible the most feasible route from the coast to the interior. The Lake Teslin and Stickeen river route has received a good deal of attention recently, and every move of the surveying parties is closely watched by the Canadian Pacific. This road will certainly be among the first to penetrate the interior of Alaska at the first favorable opportunity. It is not expected that any of the great transcontinental systems are contemplating an extension, but any traffic connection it could form would be understood, be most welcome. It is not unlikely that if an overland route to Dawson should ever become possible, the British road would be the first to offer its help in backing the project.

The Portland Telegram says that P. J. Stone, a prominently-known man of the Northwest, who is now in Alaska, after looking over the situation carefully, believes that it is quite practicable to get a line through to the river in American territory. The importance of a railroad in developing the vast resources of the interior, increasing the output of the mines, insuring an adequate food supply to the miners of the Yukon, and, incidentally, helping to make the entire country tributary to the Coast cities prosperous, is treated in a recent letter. As a result he suggests from Prince William sound to some point on the Yukon, within American territory, and advises that the value of such a construction be immediately brought to the attention of congress by memorial.

"What this country needs most is a railroad from some point on the Yukon, in American territory, to Prince William sound, on Cook inlet. Of course, I know nothing about the country to be traversed by such a railroad, or the engineering difficulties that have to be encountered, but I think that it might be safely presumed that they are not of a serious character."

The mountains in the northern portion of this continent are so insignificant that the whole country may be considered one vast plain. The same may be said of the northern part of Asia and also of Europe, where I have traveled, explored and prospected, and it would seem strange, indeed, if the country between here and Cook inlet was an exception to every other part of the world in this high altitude. Besides, enough has been found out from actual observation to make it pretty certain that there are no serious difficulties. There is sufficient timber along the line for all the purposes of construction and operation, and the snowfall is not such as to seriously interfere with railroad traffic, and to my mind a railroad is needed in this country more than was ever needed in the whole history of railroading throughout the world.

"This country possesses an abundance of what all the rest of the world needs, and all the rest of the world possesses in abundance what the people are sorely in need of here, that is, something to eat. There never was a winter in this country when there was a sufficient food, and this winter promises to be at least 100 per cent worse than any preceding one, and it is more likely that next winter will be still worse in this respect."

"From what I can learn it seems impossible that the supply of food can keep pace with the increase of population, and I cannot see how there can be any doubt but that a railroad over the route mentioned would be taxed to its full capacity, as the country produces nothing but gold, and all the necessary comforts and luxuries of life and anything else that may be wanted must come from without. One of the results of the construction of such a railroad would be an enormous increase in the production of gold."

Not the Only Riches.

Unless the Canadian government repeals its regulation of last fall, restricting the size of claims to 100 feet, the is not likely to be very much prospecting on British territory this year. Miners regard a double claim to the discoverer, and a 100-foot claim to the subsequent locator as inadequate compensation for the risks which they take in the Klondike country. If the mission of the committee recently sent to Ottawa with a petition for a modification of the regulations proves unsuccessful, there will be a big exodus of miners to American territory. As a result a vast area westward from the Alaska Northwest boundary to the Behring northward to the Arctic ocean, and southward to the Pacific, will be thoroughly prospected.

The miners will be overlooking some rich British ground in the basins between the headwaters of the Klondike and the Mackenzie, and in the vicinity of the Big Salmon, the Stewart, Pelly, and the Hootalingna, but this is just as rich ground on the American side, and the more liberal American mining laws promise larger results.