

ACCIDENT ON TORPEDO-BOAT

Seven Men Scalded to Death on the Davis.

BOILER TUBE BLOWS OUT

All Died From Their Injuries—Tragic Result of the Trial Trip—No Fault of the Contractors.

Astoria, Or., Oct. 22.—The bursting of one or more steam tubes in the forward boiler of the torpedo-boat Davis while on her official trial trip yesterday fatally scalded seven firemen.

The dead are: Charles Maneely, fireman, married; Paul Luthile, fireman, married; Harry Wood, married; William Wood, foreman boiler shop, married; James Ryan, married; Axel Johnson, married; Albert Buehl, married.

The accident occurred at 11:40 A. M., while the boat was westward bound, off Tenas Illies, near Cathlamet. The boat ran one of the required two hours at full speed, and was making about 23 1/2 knots per hour, under a steam pressure of 250 pounds.

Seven firemen, under the direction of William Wood, foreman of the boiler shop of the Wolff & Zwicker iron works, were working manfully to keep up the tremendous steam pressure necessary to supply the flying engines. Without a moment's warning, something inside the boiler gave way, and a withering blast of live steam, fire and smoke filled the cramped boiler-room and overpowered the helpless workmen.

At the same time, the forward smoke-stack began to vomit forth flame and scalding water, and those on deck saw that something serious had happened below. Harry Burrows, a fireman who was stationed at the tightly closed hatch of the boiler-room, threw the door open, and was thrown backward into the deck by a rush of scalding steam that seared his mustache and hair like red-hot irons.

At the same instant, Joseph Porter, machinist, and J. E. Wolff, vice-president of the contracting firm, sprang over the ladder and into the seething inferno of the fearful heat that almost overcame them. Together they tried to force open the hatch, but a dozen pairs of hands were there to receive them. And then, one by one, six more horribly mutilated men were taken from the death trap. Several of the most severely injured were taken to the after cabin, where Dr. E. H. Thornton, the company's physician, who accompanied the boat, attended to them as rapidly as he was able to do so. Few were able to express the groans that spoke of their terrible suffering, but all bore themselves with the fortitude that men in time of war call heroism. The appearance of that grim procession, as it filed along the narrow deck, is not to be described. It was a sight that no one on board will ever forget, and which none could see again for any price that could be paid.

Dr. Thornton set about the work of caring for the injured with coolness and judgment, which the strain of a long afternoon did not abate. Naval Contractor Spear, of the trial board, stood by his side through it all, removing the soiled clothing, ministering to the suffering men, as best he could, binding up their burns and washing the black soot from their faces. Lieutenant-Commander F. J. Drake did like splendid service, and with such help the rest of the crew could give, all the sufferers were placed on cushions after the cabin and on deck, and the first of their pain allayed with hypodermic injections of morphine. But they were past help. At 2:30 Maneely, followed by Luthile an hour later. Harry Wood expired just as a stretcher was laid to take him to a suitable resting-place. The other three died in the hospital here, where they had been brought late in the afternoon. The steamer Harvest Queen towed the Davis from the scene of the accident to Astoria.

The accident was unaccountable to those on board. The contractors have been careful and painstaking in the construction of the boilers, this being a part of their work in which they are always met with marked success. They have conscientiously followed all the rigid requirements laid down by the government, sufficient proof of which is the fact that the boilers have been constantly under the inspection of officers of the navy detailed for that purpose. Before they were placed in the torpedo-boats the boilers were subjected to a water pressure of 360 pounds per square inch, 110 pounds more than that at which they were working at the time of the accident. The crew counted for the service. They have always been used with fairness and consideration by their employers, and not one of the men on board but disclaimed belief that their employers were in any way responsible for the unfortunate occurrence.

Winnipeg, Manitoba, Oct. 22.—Of estimated yield of from 26,000,000 to 30,000,000 bushels of wheat, it is calculated that only about 8,000,000 will be threshed and the remainder lying in stacks and shocks, is threatened with total destruction.

FIVE BURNED TO DEATH.

Lives Lost in a Hotel Fire in a California Town.

Susanville, Cal., Oct. 24.—News just received here from Clairville, Plumas county, Cal., reports the burning of hotel and the loss of five lives. The dead are:

P. Pedrini, Carson Barney, Mrs. Corrado, Florence Roberts, 7 years old; and a woman, name not yet ascertained.

The fire broke out at 4 o'clock this morning in Chat Roberts' hotel. Mr. Roberts awoke in time to escape by jumping from the second-story window, in doing which he sustained severe injuries. The other occupants of the building, with the exception of those above named, escaped unhurt, but lost everything but the clothes they wore. The five unfortunate people were suffocated while they slept. The origin of the fire has not been determined, but is supposed to have been caused by a defective chimney. The property loss is not great.

FOOD FOR HAVANA'S POOR.

Shipment of Supplies Are to Be Taken to the Cuban Capital.

Havana, Oct. 24.—The Red Cross Society's steamer City of San Antonio sailed yesterday from Matanzas for New York to bring a fresh cargo of supplies to Havana. Her last cargo was all landed at Matanzas.

The shipment of Spanish silver specie, in anticipation of the American regime, are very heavy. Yesterday's Spanish mail steamer, the Jover Serra, carried 726,000 pesos.

It is understood that the Spanish cruiser Alfonso XIII will leave Cuban waters October 30.

General Blanco has directed the military commander of the Holguin division to distribute any surplus commissary stores among those of the population in that district who have shown the most friendship for Spain.

EXECUTION OF A FRATRICIDE.

George W. Clark Paid the Death Penalty at San Quentin.

San Quentin, Cal., Oct. 24.—George W. Clark, the St. Helena fratricide, died coolly on the gallows today.

The crime for which Clark was executed was the murder of his brother at St. Helena, Napa county. He lay in wait for his victim and shot him dead, after taking deliberate aim. A few days before the tragedy, he endeavored to kill his brother by poisoning his coffee.

The crime was the outgrowth of an intimacy that had existed for 13 years before the murder between Clark and his brother's wife. Two days after the killing Clark made a full confession. He then changed his mind and fought hard in the courts to set aside the confession. He was convicted and appealed to the supreme court. The decision of the lower court was sustained and Clark was sentenced by Judge Ham to be hanged today. Recently he made a statement exonerating his brother's wife from all complicity in the crime. Yesterday he accepted religious consolation from members of the Salvation Army.

AN ABSURD REPORT.

Minister Wu Says Li and the Empress Were Not Married.

Chicago, Oct. 24.—Wu Tingfang, Chinese minister to the United States, before his departure for Washington said that the report of a marriage between Li Hung Chang and the dowager empress was absurd. The steamer which arrived at Vancouver on Wednesday brought papers from Hong Kong and Yokohama, publishing the statement that the dowager empress had become the wife of Li Hung Chang. "This is the most absurd of all rumors," said Wu Tingfang. "It is impossible. No reliance is to be placed in telegrams from southern cities about what goes on in Peking. It is not there like it is here. Your president goes about shaking hands with the people. We have different ways. This news could not come from Peking. It was made at Hong Kong. The report is untrue."

MADRID PAPER SUPPRESSED.

Imprisonment of the Editor Leads to a Minister's Resignation.

Madrid, Oct. 24.—El Nacional, the conservative organ, which is supporting General Weyler, was ordered suppressed for publishing an article not previously submitted to the censor, and its editor, Senor Figuera, a member of the chamber of deputies, was imprisoned. The affair has caused a great sensation, and the suspension order was annulled.

Senor Gamazao, minister of public instruction and public works, has tendered his resignation as a protest against the arrest of the editor of El Nacional. The resignation has been accepted, Senor Sagasta taking Senor Gamazao's portfolio ad interim.

The newspapers have addressed a complaint to the supreme court against the refusal of General Chinchilla, governor-general of Madrid, to respect the alleged inviolability of Senor Figuera as a member of the chamber of deputies.

Boiler Explosion Killed Two.

Pentwater, Mich., Oct. 24.—The boilers of the Pentwater furniture factory exploded today. L. C. Tupper and Miller Sorenson were killed. Two other men were fatally injured.

POLISHING HER GUNS.

Preparations for War Continue in France—Naval Reserves in Readiness.

Paris, Oct. 22.—The alleged war preparations of France are the absorbing topic of discussion here. According to French papers there were important naval experiments at Toulon last evening. A flotilla of torpedo-boats was detailed to make an endeavor to force the entrance of the harbor and the whole garrison was called to arms and forts and batteries were manned ready for instant action. The result of the experiments has not been made public.

Vice-Admiral Barrea presided yesterday at a secret council of war at Brest, in which the chiefs of the maritime forces took part. Confidential orders were subsequently issued to the garrison.

Aurore asserts that five vessels of the naval reserves around Brest have been ordered to hold themselves in readiness for active service.

M. Del Case, minister of foreign affairs, has ordered that the report of Major Marchand, as to the situation at Fashoda, which is expected at Cairo tonight, be telegraphed textually. Owing to its probable length it is expected that at least 48 hours will be required to reduce it to the French cipher code at Cairo and to translate it in Paris.

A CHINESE EXECUTION.

The Event Turned Into a Hideous Festival.

Vancouver, B. C., Oct. 22.—According to the latest mail advices from China eight subordinate leaders of the Kwangsi rebellion have been beheaded at Wu Chow. They were carried in baskets through the principal streets as a warning spectacle, amidst the laughter and jeers of men, women and children.

Ten thousand people witnessed the decapitation, and made it a gala day. Little children copied their parents, who joked the dying rebels a second before the ax fell. When all was over the children played among the headless, bleeding corpses and made sport with the black disfigured heads.

Mandarins and headmen improvised a sort of Maypole, and the heads of the rebels were placed on top in tiers, the children dancing around them. The governor advised the mandarins to make the beheading as festive as possible, so as to inspire disgust for the rebels in the hearts of the people. A banquet was afterward spread.

The Japan Mail says a petition has been sent to the government by foreign consuls requesting that beheading be discontinued.

STORM IN TEXAS.

Several Lives Lost as the Result of the Gale.

St. Louis, Mo., Oct. 22.—A special to the Republic from Houston, Tex., says: The electric and wind storm which swept over Texas last night was very severe in South Texas. Damage to cotton is enormous. At Deer Park, 20 miles from Houston, the residence of G. F. Adams was demolished. Adams, his wife and baby sustained minor injuries, while A. J. Cook was crushed to death.

At Pasadena, the residence of John Stout was turned over and completely wrecked. Six occupants were injured. The wind was so high at Missouri City, 35 miles west of Houston, that it blew a number of freight cars from the siding on to the main track. The California express, running 40 miles an hour, dashed into the cars at full speed. The engine turned over, instantly killing George Johnson, of San Antonio, the engineer, and badly scalding the fireman and injuring the head brakeman. None of the passengers were badly hurt.

LA GRANDE FACTORY'S RECORD

Three Hundred and Seventy Tons of Beets Handled in One Day.

La Grande, Or., Oct. 22.—The Oregon Sugar Company is making a record. The capacity of its plant is 350 tons of beets every 24 hours, but today 370 tons were handled, and there are now on hand 675,000 pounds of sugar. Today Spokane telegraphed for three cars "B. S. O. E." (best sugar on earth). Portland ordered three cars, Walla Walla one, Pendleton one, Baker City one, and three have been sold here. La Grande has been sending \$3,000 drafts about twice a month to San Francisco for sugar. Now this money is distributed among the farmers and workmen here. This year's crop will produce 3,000,000 pounds of sugar at a conservative estimate. Today's tests showed a greater percentage of sugar than has yet been obtained from beets grown in any other country.

ANARCHY IN VISAYAS.

Insurgents in Control of the Southern Philippines.

Manila, Oct. 22.—The United States cruiser Boston and the collier Nero, which October 5 were ordered to proceed to Hong Kong in connection with the recent disturbances at and near Peking, have arrived at Amo, in the province of Fo Kien, the former short of coal and the latter with her cargo afire.

Well authenticated reports have reached here of a terrible state of anarchy in the southern Philippines. The Spaniards there are cooped up in the principal towns.

The Americans continue capturing the rebel vessels as they arrive at Cavite. Two have been captured this week.

NORTHWEST NEWS.

Items of General Interest Gleaned From the Thriving Pacific States.

This year is a great one for the fishermen on the Coquille river.

The total attendance at the Spokane fruit fair this year was 72,250.

Steps have been taken at Salem to contest the Wright branch asylum site case.

Lane county's potato crop is short this year, and the farmers look for high prices.

Winter apples are more plentiful in Kittitas valley than ever before, and the quality is first-class.

There is an unusual amount of sickness in Palouse at present, most of the patients having typhoid fever.

Two men who made a voyage from Lynn canal to St. Michaels in an open boat have arrived at Victoria.

The run of silverside salmon in the Lower Columbia river continues heavy, and the fall pack will be unusually large.

News has reached Victoria of the appointment of C. C. Sinkler, of Nelson, as gold commissioner for the Yukon district, vice Fawcett, removed.

On the steamship Doric, which arrived at San Francisco from the Orient, was brought in opium valued at \$270,000, on which a duty of \$100,000 will be collected.

The value of improvements in Walla Walla county, exclusive of cities, according to the revision of the board of equalization, amounts to \$380,324; personal property, \$1,875,382.

The Lincoln county (Wash.) commissioners have fixed the tax levy for all purposes at 14 mills, on a valuation of \$5,666,732. The levy for road purposes was increased from 0.82 to 1.25 mills.

The floating indebtedness against the new town of Kent, Wash., will be paid off January, after which the city's income will be sufficient to pay all current expenses and leave a handsome surplus.

The prune crop of Clackamas county, Oregon, has been gathered and marketed with very little loss, and growers are elated over present profits and future prospects. At Clackamas station, 82 tons were evaporated.

A cargo of 100,073 bushels of barley was shipped from Tacoma the week before last direct to England. The barley was all raised in Columbia county, Washington, and being of prime quality, netted the producers a good price.

The charter has been granted for the building of the Golden-Fort Steele, B. C., railroad, and work will be started in early spring. The contract for the Nelson & Bedlington railway has been let to Larson & Foley, work to commence this month.

Controller of the Currency Dawes has decided that he has no authority to charter a national bank in Honolulu until congress passes laws for the government of the islands. Consequently Perry S. Heath and San Francisco capitalists will not have their applications granted at present.

The Carbonado coal mines shipped 35,000 tons during September, beating all previous records. Roslyn had held the record with 30,000 tons. The Carbonado mines, owned by the Southern Pacific Railroad Company, are running full time and employ 600 men, averaging \$8.29 a day wages.

The Scully Steel & Iron Company, of Chicago, has just closed a contract for the delivery of 25,000 tons of steel plates at Victoria, B. C., to be used in the construction of five British steamships by one of the largest shipbuilding firms at that point. The value of the contract exceeds \$100,000.

A scheme is on foot to construct a logging road about three miles in length from the head of Gray's river, Oregon. It will be operated by A. L. Saldren, who has in operation a similar road at Clatskanie, and will tap a district of 5,000 acres of spruce timber belonging to C. H. Green, of Saginaw, Mich.

The new association does not contemplate any general regulation of coast lumber values. Its aims are simply to control the situation at San Francisco, where the trade has been for some time in a badly demoralized condition. Puget Sound values, foreign trade or other departments of the lumber business, are not affected.

Henry Miller, of Cathlamet, Wash., has contracted to furnish the North Pacific mills, at Portland, over 2,000,000 feet of spruce and fir logs this season. The Astorian says that this cut will come from Eulokum, the principal logging stream flowing into the Columbia, where over 150 men were employed at logging during the past summer.

According to the Lumberman there is a good field on the coast for a small turpentine factory. There are two species of wood rich in turpentine and allied products, Douglas fir and "bull" pine, wood alcohol, pitch and other so-called naval products. The yield is by no means as large as the pitch pine of the South, but there is certainly room for a factory that will utilize the stumps and refuse of pitch-bearing trees on the coast.

WEEKLY MARKET LETTER.

[Reported by Downing, Hopkins & Co., Inc., Board of Trade Brokers, 711 to 714 Chamber of Commerce Building, Portland, Oregon.]

Since Leiter failed the outsider has not been interested in Chicago prices. The disastrous outcome to the man with so many millions was a terrifying lesson to the small bull. Explanations did not count. Whether Leiter made egregious errors or not was of little consequence. The defeat, after a year's campaign, of the bull leader who for so long seemed the greatest who had ever arisen, took the heart from everyone who had believed in his cause. It was only last June that the disaster took place; about four months ago. It seems a long interval, but it is really a short one, and it would be remarkable if it were not still in everyone's mind. What new bull leader would now invite the comparisons which would inevitably be made; what banking concern would hazard the criticism which would follow any favors toward a buying campaign in grain? Have the losses of last summer's collapse been forgotten yet? There must be a good deal imaginative about any bull deal. Not one advance in twenty is a mere matter of consumptive demand or of actual scarcity. There must be a great deal of theory with advancing prices; people must forget prudence, become venturesome, permit more or less exhalation.

Would it not be like holding a picnic at the close of a funeral to permit much bull spirit within four months of the Leiter failure?

The present movement of wheat to market is the heaviest ever known—11,000,000 bushels received at primary points last week. There was never any such total as that in six days before. Is not the speculator doing pretty well in taking care of that property and in also maintaining prices? Is not the fact that such a volume of grain is financed and the price sustained evidence that the volume of speculation is larger than the very narrow fluctuations would indicate?

Seattle Markets.

Tomatoes, 50@75c per box.
Cucumbers, 10@15c per doz.
Onions, 85@90c per 100 pounds.
Potatoes, \$10@14.
Beets, per sack, \$1.
Turnips, per sack, 50@65c.
Carrots, per sack, 65c.
Parsnips, per sack, \$1.
Beans, green, 2@3c.
Green corn, \$1@1.25 per sack.
Cauliflower, 75c per doz.
Hubbard squash, 1 1/2@2 per pound.
Celery, 40@50c.
Cabbage, native and California \$1.25@1.50 per 100 pounds.
Apples, 50c@90c per box.
Pears, 75c@1 per box.
Prunes, 40@50c per box.
Peaches, 50c@1.
Plums, 50c.
Cantaloupes, \$1.25 per box.
Butter—Creamery, 26c per pound; dairy and ranch, 18@20c per pound.
Eggs, 26c.
Cheese—Native, 12@12 1/2c.
Poultry—Old hens, 13@14c per pound; spring chickens, \$3@4.
Fresh meats—Choice dressed beef steers, prime, 6 1/2@7c; cows, prime, 6 1/2c; mutton, 7 1/2c; pork, 7@8c; veal, 5@6c.
Wheat—Feed wheat, \$19.
Oats—Choice, per ton, \$22@23.
Corn—Whole, \$23.50; cracked, \$24; feed meal, \$23.50.
Barley—Rolled or ground, per ton, \$24@25; whole, \$22.
Flour—Patent, per barrel, \$3.50; straight, \$3.25; California brands, \$3.25; buckwheat flour, \$3.75; graham, per barrel, \$3.70; whole wheat flour, \$3.75; rye flour, \$4.
Millstuffs—Bran, per ton, \$14; shorts, per ton, \$16.
Feed—Chopped feed, \$17@21 per ton; middlings, per ton, \$17; oil cake meal, per ton, \$35.
Hay—Puget Sound mixed, \$9.50@10; choice Eastern Washington timothy, \$13.

Portland Market.

Wheat—Walla Walla, 60c; Valley and Bluestem, 62@63c per bushel.
Flour—Best grades, \$3.35; graham, \$2.85; superfine, \$2.25 per barrel.
Oats—Choice white, 86@88c; choice gray, 84@85c per bushel.
Barley—Feed barley, \$21@22; brewing, \$23 per ton.
Millstuffs—Bran, \$15.50 per ton; middlings, \$21; shorts, \$15.50; chop, \$15 per ton.
Hay—Timothy, \$10@11; clover, \$9@10; Oregon wild hay, \$9@10 per ton.
Butter—Fancy creamery, 50@55c; seconds, 40@45c; dairy, 40@45c store, 25@35c.
Cheese—Oregon full cream, 11@12c; Young America, 12 1/2c; new cheese, 10c per pound.
Poultry—Chickens, mixed, \$2.50@3 per dozen; hens, \$3.00@3.50; springs, \$1.25@3; geese, \$5.00@6.00 for old, \$4.50@5 for young; ducks, \$4.00@5.00 per dozen; turkeys, live, 12 1/2@13c per pound.
Potatoes—55@60c per sack; sweets, 2@2 1/2c per pound.
Vegetables—Beets, 90c; turnips, 75c per sack; garlic, 7c per pound; cabbage, \$1@1.25 per 100 pounds; cauliflower, 75c per dozen; parsnips, 75c per sack; beans, 3c per pound; celery, 70@75c per dozen; cucumbers, 50c per box; peas, 8@8 1/2c per pound.
Onions—Oregon, 75c@1 per sack.
Hops—10@15c; 1897 crop, 6@7c.