

Lincoln County Leader

W. L. DAVIS, Editor.

COLEDO.....OREGON.

THE NEWS OF THE WEEK

Comprehensive Review of the Important Happenings of the Past Week Culled From the Telegraph Columns.

Wm. Fink, a farmer living near Tyler, Wash., was killed by a runaway team.

A corporal and three merchants of Guantanamo were arrested for stealing government supplies.

The spruce lumber exhibit of the Clatsop Mill Company, of Astoria, has been awarded the first prize, a gold medal by the Omaha exposition directors.

While a gang of 20 track hands was at work on the Pennsylvania railroad line, near Jersey City, they were run down by a train. Eleven workmen were killed outright and six seriously injured.

Conductor William Hatfield and brakeman Harry Crogin were killed in the wreck of a caboose attached to a northbound train near Ardmore, I. T. The caboose left the track and was overturned.

There is a leper scare in Manila. Through neglect of Spanish officials nearly 200 lepers escaped confinement. Orders have been issued that all lepers be arrested and sent to a small uninhabited island southeast of Luzon.

Advices by the steamship Empress of China tell of a terrible disaster on October 25, when the steamer Kinshui Maru came into collision with the steamer Myagawa Maru, off Takami, sinking the latter. Seventy persons were drowned.

The secretary of the navy has ordered a court of inquiry to meet at the navy-yard at Norfolk for the purpose of investigating the circumstances attending the abandonment of the Spanish cruiser Maria Teresa, with a view to determining the necessity and responsibility therefor.

George W. Lake, an American, residing at Chemulpa, has been murdered. Lake kept a big store near the Chinese consulate. The murderer entered for the purpose of robbery. With an iron weight attached to a Chinese steelyard he killed Lake with one blow as he slept.

Charles S. Cross, president of the First National bank of Emporia, Kan., shot and killed himself near that city. An hour previous the bank had been closed by order of the controller of the currency. The failure is a bad one, and all the county and city funds are involved.

An electric street-car of the Tacoma railway line was derailed five miles from the heart of the city on the Stella-poom line, by the controller refusing to shut off the current on a heavy down grade. The car was smashed to splinters by striking the side of a cut 10 feet deep, through which it was traveling. Seven persons were aboard, and all received injuries.

John Collins, an employe of the O. R. & N. Company, was fatally injured by a premature blast near Meacham, Wash.

War preparations continue at Hong Kong without abatement, and the mines in the Lai Mun pass have been charged.

General Miles in a speech delivered at the New York chamber of commerce banquet, says the United States must protect the Cubans.

The survey of the west entrance of the proposed Nicaragua canal has been finished, and the map, with soundings, plotted and the contours put in.

The rumors circulated in London that the American fleet was on the point of starting for Europe, caused great excitement in commercial and social circles.

Fumes of burning sugar on board the American ship Kenilworth, from Valparaiso to New York, caused the death of three men and nearly that of a fourth.

Baron Waldeck De Villamil, an Austrian nobleman, and a captain of the Seventh volunteer infantry (immunes), is in disgrace, and has left Lexington, Ky., for parts unknown.

There is a report in Washington that during the delay which has occurred, Spain has been able to form some sort of coalition with the European powers to back up the pretensions she has been making in the negotiations. An interesting feature of the matter is the refusal of the authorities to order the muster out of the volunteers who recently returned from Porto Rico.

There has been remarkable activity about the war department for several days in the way of preparing the troops for service in lands beyond the United States. An order has been issued directing at least ten regiments of the regular army now stationed in northwestern forts and posts to hold themselves in readiness for immediate transportation and service in tropical climates.

LATER NEWS.

A highbinder war has again broken out in San Francisco.

Four companies of engineers have been ordered by the war department to Havana.

Ex-Queen Lilioukalani has arrived in San Francisco on a visit to this country.

The president has appointed John Morgan collector of customs for the Southern district of Oregon.

Policeman Luke Curry, of Great Falls, Mont., was mistaken for a burglar, shot and instantly killed by Isaac Shaeffer, a merchant.

Rear-Admiral Joseph N. Miller, who hoisted the American flag over Hawaii on August 12 last, has retired after spending 47 years in active service.

The London Chronicle criticizes the action of the United States in killing Canadian shipping trade with Porto Rico, and speculates as to the meaning of the action.

Sixteen families of Canyon City, Or., left homeless by the recent fire, are shelterless and in dire distress. A Portland evening paper is collecting contributions to relieve them.

Acting on the recommendation of Captain Dickens, Secretary Long has increased the age requirement in the case of apprentices admitted to the naval service from 14 to 15 years.

According to a plan of Secretary Gage, paper money is to be made uniform, and bills of one denomination must all look alike. It is thought this will make easier the detection of counterfeits.

It is represented by a dispatch from San Jose, Cal., that the prunegrowers of that vicinity charge that Oregon prunes have been sold there and shipped East as Santa Clara county prunes.

The San Francisco Examiner says: No less than five new sugar companies have been incorporated in the Hawaiian islands, and within two years from now the output of raw sugar will be increased considerably.

A Philadelphia dispatch says that American vessels are in scanty supply and that shippers are forced to resort largely to foreign ships. Over \$200,000,000 will be paid this year to owners of vessels under foreign flags by Americans.

England is rushing munitions of war to Esquimault. The intention apparently is in case of war to fit out warships and transports at Esquimault for service in Eastern waters, and to draw whatever troops are needed for the British forces in India.

Rios, president of the Spanish peace commission, has refused to continue the peace negotiations, in view of the severity of the terms proposed by the United States commissioners. The American demands call for cession of the Philippines and payment to Spain of \$20,000,000, one of the Carolines and cable rights in other islands, and compliance by Spain with all of these demands not later than November 28.

Dr. Stephen B. Tyng, president of the American Chamber of Commerce died in Paris.

Trouble among the miners at Pana, Ills., has broken out anew, and troops have been sent to the scene.

The First Illinois volunteer infantry, which saw service in the trenches at Santiago, has been mustered out of service.

Advices received from Seoul say the Korean government has issued orders that foreigners are to be stopped from trading in the interior.

The Canadian cruiser Petrel has seized a number of fish nets near Sandusky, O., belonging to American fishermen, and which, it is claimed, were in Canadian waters.

The four-masted schooner Talofa, Captain Fletcher, from Guantanamo for Port Tampa, in ballast, has been totally wrecked on Cozumel island, off the eastern coast of Yucatan, and the captain and seven of the men have arrived at Progreso, two of the men having been drowned.

The ship Atlanta, which sailed from Tacoma, loaded with wheat for Cape Town, ran ashore near Alsea bay. She had a crew of 27 men, only two of whom got ashore. The vessel was broken in two, and is probably a total loss. She was commanded by Captain Charles McBride.

Two freight trains on the Chicago, Rock Island & Pacific collided at Moscow, Ia. One man was killed and one injured. A wrecking train which was about to start to the scene from Wilton was run into by a fast mail train. The fireman of the mail train was badly hurt and 16 men of the work train injured, some seriously.

The American and Spanish commissioners in agreeing upon January 1 as the date of Spanish evacuation of Cuba took a precedent from the treaty of peace entered into 50 years ago between Mexico and the United States when an agreement was made as to the date of the American occupation to cease. Then, as now, it was known that all the troops could not be embarked by the date agreed upon. Theoretically the Spanish occupation will cease January 1, though it is believed that 25,000 Spanish troops will still remain in Cuba.

FATE OF THE PHILIPPINES

Spain Will Be Notified in Plain Language.

THE ULTIMATUM PREPARED

Amount Offered for the Islands Will Probably Be Twenty Millions, Not More—The Cuban Question.

Paris, Nov. 22.—The Spanish peace commissioners have been notified that the United States commissioners will be ready to treat with them in joint session tomorrow afternoon. Unless the Spaniards have an adequate reason for further delay the two commissions will join in the most important meeting thus far held.

The American commissioners, in a written communication, will declare that the third article of the protocol regarding the Philippines is capable of only one fair construction, that no arbitration is needed to elucidate its terms, and that the United States cannot admit any other power to figure here purely as a lexicologist. They will maintain that the two commissions are charged to determine whether Spain or the United States shall in the future own the Philippines.

This will be accompanied by the clear declaration that the United States will possess the Philippines. Following this declaration, the American commissioners will lay before the Spaniards two alternatives:

First—To accept a sum of money from the United States and to cede and evacuate the Philippines.

Second—To lose the Philippines to the United States by conquest, with the possibility of other territorial losses, or indemnify the United States for the added expense of conquest.

This communication may not be formally designated as an ultimatum, but it will lack naught of the conclusiveness indicated by that word. This will be so plain that the Spanish commissioners will scarcely haggle for money on the first alternative, nor cherish any doubt of American action under the second, should the first be declined.

No one here, except the American commissioners, know how much will be tendered Spain as the cheapest and most humane way of settling the difficulty. She is exceedingly anxious to escape the Philippine debt, and possibly the sum to be offered may be determined by an analysis of the debt, which consists of \$40,000,000 in bonds, on which she realized \$38,000,000. Of the latter amount she is believed to have expended some \$10,000,000 or \$11,000,000 in fighting the United States and a part in attempting to quell the Philippine insurgents. A reasonable guess at the sum for the tender would be \$20,000,000, although it may fall below that.

The Cuban question may come again tomorrow. The American commission had thought the discussion on that point finished but the Spanish commissioners are reported to have declared last week that the mortgages imposed by Spain on the Cuban as well as on the Philippine revenues must not be impaired or questioned. This would compel the American commissioners soon—and probably tomorrow—to demand whether Spain means to repudiate the plain compact of the protocol to relinquish sovereignty over and title to Cuba.

Three weeks ago the Spanish commissioners accepted the Cuban article in the protocol without conditions save that its embodiment in the treaty should depend on an agreement here on all the articles of the protocol. Recently, however, Spain's representatives have said that the Cuban matter had only been temporarily passed and was still in abeyance.

DOING THEIR BEST.

Spaniards Will Be Out of Cuba by New Year's Day.

Havana, Nov. 22.—Captain-General Blanco received from Paris today a cable authorizing him to draw on Paris for \$2,000,000 gold, to be applied in the payment of the Spanish troops in Cuba. This amount is in addition to the proceeds of the draft for \$425,000 by the Madrid government on London, which was sold here last week.

The Spanish authorities are making strenuous efforts to complete the evacuation by the end of the year.

Martinique has been selected as the place of rendezvous of the Spanish navy for evacuation purposes. The Spanish auxiliary cruisers Patriots and Meteor, purchased in Germany before the outbreak of hostilities, are expected here on December 15, and will convey the Spanish boats from Cuban ports to Martinique, where the Rapido, Ponce de Leon and Concha, from Porto Rico, have already assembled, and from which point all will sail for Spain.

Victim of Elevator Fire.

Toledo, O., Nov. 22.—After two months' search, and the recovery of 18 dead, the grain handlers at the Union elevator found the body of an unknown man today. His appearance indicated him to be a well-to-do man, and it is supposed he was visiting the elevator at the time of the explosion.

THE MYSTERY DEEPENS.

Shot Fired Near the Wallace House at Pendleton.

Pendleton, Nov. 22.—This evening at 6:30 o'clock another shot was fired close to the house in which lived the family of Miss May Wallace, who was murdered a week ago last Thursday night. The Wallace family gave up the house last Thursday, and P. H. Fee moved in with his family. Fee is a brother of Judge James A. Fee, and came here but a few days ago from Iowa. The first night the family occupied the house, he heard a noise in the back yard. Drawing back a curtain of the very window through which Miss Wallace was shot, he saw two men jump the fence and go scurrying away toward the woolen mills. He thought from their general appearance they were Chinamen. The next night he also saw men prowling about, and notified Sheriff Blakely, who detailed two deputy sheriffs to remain in the house all night, but they saw no one. Fee each time armed himself with two pistols and went quickly in search, but found no one. By daylight he found tracks made by a No. 7 shoe, the ordinary kind worn by white men. The affair has deepened the mystery of the shooting of Miss Wallace, and created most intense interest here. Were it not Sunday evening, when but few men are on the streets and in places of resort, probably an attempt would be made to clean out Chinatown. Feeling is wrought up, and anger is shown toward the Chinese residents, although it is not positively known that those hovering about the house were Mongolians.

AMATEUR TRAIN ROBBERS.

One Bandit Killed and Three Frightened Away.

Barstow, Cal., Nov. 22.—The first section of west-bound Santa Fe train No. 21 was stopped two miles west of Daggett early this morning by men secreted in the tender of the engine. Engineer Bunnell was confronted by two 45-Caliber revolvers and ordered to stop, but this order was countermanded and the train proceeded for another mile and was then brought to a standstill at the command of the robbers, who evidently expected to meet pals at this point. In this they were not disappointed, and the robbers ordered Engineer Bunnell to carry a 20-pound bag of dynamite to the express car. Messengers Hutchinson and Blakeley appeared at the door of the express car armed with guns. The robbers fired at Blakeley, who locating them by the flash of their guns, returned the fire, killing one robber. The dead man's left eye and all that side of his head was torn away. The other robbers stampeded and made their escape. A posse is in pursuit and it is thought that at least one of them will be captured shortly. The dead man has not been identified. It is thought that the men were novices at the train-robbing game. They secured no booty.

Brakeman Killed in a Collision.

Dunsmuir, Cal., Nov. 22.—A fatal railway accident occurred at an early hour this morning three miles east of Delta. The regular westbound freight train, No. 29, had a pair of car trucks off the rail, and while the crew was engaged in replacing the car on the track, a special freight train crashed into the caboose, leaving the latter in halves on the boiler of the engine. One brakeman, J. U. Lewis, was in the caboose. He was mortally wounded, and died while being taken to Delta for medical aid. There were no other fatalities. The track was cleared for the Oregon express without the aid of a wrecking crew.

We Will Buy an Island.

Washington, Nov. 22.—The acquisition of an island in the Caroline group, owned by Spain, will be part of the work of the Paris peace commission.

Cable communication between the United States and Manila via Honolulu is regarded as desirable, should we occupy the islands, and Guam island, in the Ladrone group, and one of the Caroline islands would be useful as intermediary stations. The acquisition of one of the Caroline islands, considered suitable for a cable station, would involve a money consideration and the United States will pay Spain a reasonable price for its relinquishment.

Cuban Soldiers Will Be Paid.

New York, Nov. 21.—A Herald dispatch from Havana says: The Cuban army will receive one year's pay on December 10. Notes for the balance will be issued and the troops will then be disbanded. This information comes from an officer of General Garcia's personal staff, in whose word implicit confidence may be placed. From what source the money will come cannot be stated, but that the United States has guaranteed the loan is almost certain.

Baden-Powell Dead.

London, Nov. 22.—Sir George Smyth Baden-Powell, the eminent political economist and authority on colonial affairs, who represented the Kirkdale division of Liverpool in parliament, in the conservative interest, since 1885, died today in his 51st year.

Explosion in a Rocket Factory.

Budapest, Nov. 22.—A dispatch to the Pester Lloyd from Nigoliaef, Russia, at the confluence of the Ingal and the Bug, says that 21 persons have been killed there by an explosion in a rocket factory.

WRECK OF A BRITISH SHIP

The Atalanta in the Breakers at Alsea Bay.

TWENTY-FOUR MEN WERE LOST

Vessel Was Racing Down the Coast in Thick Weather—Heavy Surf Pounded the Ship to Pieces.

Yaquina, Or., Nov. 21.—The British ship Atalanta, carrying a crew of 27 men and loaded with 2,800 tons of wheat, from Tacoma for South Africa, was wrecked near Alsea bay yesterday morning, and so far as known there are but three survivors.

The cause of the wreck of the Atalanta and the circumstances attending it, produce a tale most harrowing. The mismanagement of the vessel by its officers is ascribed as the cause of the disaster, and the crippling of the Yaquina life-saving station by a penurious policy of that department of the government, adds horror to the situation. The only three survivors aver that some of their comrades on board the ship may yet be alive. While the members of the life-saving crew are in sight of the wreck, they are so far powerless to render assistance, owing to the want of apparatus. Meanwhile couriers scoured the beach and country adjacent for 10 miles, to procure horses to bring up the lifeboat and beach cart.

The Atalanta lay about a mile off shore, in a field of furious breakers. Every swell passed over her works. Each hour a section of the vessel was seen to fall away, and the timbers float toward the shore. A strong and steady southwester aided the current from the same direction to bear the wreckage rapidly to the beach. It was this power and agency, and this alone that enabled the three sailors who survive to escape the fate of their brethren. In a lifeboat filled with water, partly disabled with wreckage, and without oars to direct their craft, they were borne to terra firma, thus passing over a course of nearly two miles.

One man, who was clad in simply a shirt, more hardy than the others, made his way along the beach. He found a farmhouse and announced the news, and solicited assistance for his companions. When the unfortunates on the beach were reached they were so benumbed with cold as to appear beyond help. It has required nearly 24 hours for one of them to regain his powers of mind and body. The rescued sailors have been taken into cabins along the beach.

The most complete and reliable story of the wreck obtainable comes from Frank Fogarty, a member of the Yaquina life-saving crew, who has patrolled the beach in the vicinity of the wreck. Captain Clark ordered him back to the station, which had been entirely deserted, except by the wives of the crew, to guard there tonight. "The officers of the Atalanta paid the penalty of their folly with their lives," said Fogarty. "Not one escaped, unless he is penned up in the forecabin, to be released tonight or tomorrow."

"The survivors have started the story down on the beach that the wreck is more the result of carelessness on the part of the captain than of adverse weather. It is to the effect that the Atalanta was racing down the coast with another sailing ship to make better time, and having a more advantageous tack, against the southwester, he steered close into Cape Foulweather. Not seeing the lighthouse, he supposed the vessel to be some distance from shore. This caused him to continue his southeast tack too long."

"The logbook at the life-saving station shows that Thursday morning, between midnight and 6 o'clock, when the Atalanta was on this tack, the Cape Foulweather lighthouse was concealed by fog and heavy sheets of rain. Nevertheless, the survivors, according to report, do not excuse the policy of the captain. Had not a race been on, they say, he would have taken no such chances."

Atalanta Sailed From Tacoma.

Tacoma, Wash., Nov. 21.—The British ship Atalanta left here last Saturday with \$65,000 worth of wheat, for Delago bay, South Africa. She was in command of Captain Charles McBride, of Greenock, Scotland, where he has a wife. The ship left here with 27 men, the only names of those on record here being those of the captain and the following, who joined the vessel at this port as seamen:

D. F. Green, A. B., 31 Chapel place, Dublin; J. Webber, A. B., 132 Forty-second street, New York; S. A. Jacobson, A. B., Stockholm; J. Smith, Finsbury; G. Covallis, Callao; J. Jones, Valparaiso; N. Sorensen, Bergen; G. Fraser, 329 Monroe street, Philadelphia; R. Codd, 74 Flanders street, Liverpool; J. Marks, Brightwood addition, Indianapolis.

The Atalanta was of only 1,693 tons register. She was built in 1885, owned by N. Hill, of Scotland, and was worth probably \$50,000.

Captain Renny, Lloyd's surveyor here, thinks probably the lost ship is the German bark Atalanta, 2,200 tons, which he says is en route from Santa Rosalia, Central America