

# COLLIDED WITH A FREIGHT

## Accident to Astoria Excursion Train Near Linnton.

ONE MAN KILLED; SIX INJURED

The Two Locomotives Met Head On—Passengers Were Frightened Into a Panic—Orders Were Misread.

Portland, Or., June 20.—The special train bearing the Red Men's excursion home from Clatsop beach collided with Northern Pacific freight train No. 54, a mile below Linnton, at 8:55 last evening. One man was killed and six people were injured, two of whom were women. All of the injured, save the engineer and brakemen, were on the baggage car attached to the excursion train. As near as could be learned, the accident was the result of a misunderstanding of orders on the part of the train crew of the freight.

Killed—D. P. Bell, confectioner, 414 East Davis street.

Injured—Homer Darling, broom-maker, 41 North East Ninth street, severely cut, left arm broken; Mrs. D. P. Bell, bruises and severe shock; James Mallon, locomotive engineer, cut in leg; Miss Vertie Pitman, West Chehalis, spine injured; E. R. Barnes, brakeman, slight; John Larsen, lumberman, Bridal Veil, teeth knocked out, lip cut.

The excursion train crowded with passengers, was just pulling around the curve before coming into Linnton, when Engineer Mallon saw something black on the track, which he presently made out as a locomotive. He says the headlight was not lighted. Instantly he threw on the air and reversed the engine, but in another second, and while both he and Fireman James Hume were at their posts, the engines came together. The box of the baggage-car behind the engine was torn from its platform and telescoped over the tender, as if it were built there. The occupants of the car—D. P. Bell and Homer Darling—who were conducting an ice cream business, and several of their friends, were caught like rats in a trap. Bell was killed outright.

Darling was caught in a mass of splintered timbers, and Miss Vertie Pitman was pinned to the floor of the car by a moving pile of wreckage. Mrs. Bell was thrown across the car and severely bruised. John Larsen, who was on the platform, was hurled against the handhold and received a severe gash in the mouth.

All through the train, passengers were thrown from their seats and frightened into a panic, and for a time the scene was one of tremendous excitement. Fortunately, however, none of the cars left the track, and soon a number of quick-witted people were hurrying forward to help the injured, while the rest huddled along the embankment on which the train stood, and viewed the wreck with sensations bordering on a nervous chill.

Engineer Jennings and Fireman Mallon, of the Northern Pacific train, saw that it would be fatal to stay in their cab, and jumped just before the engine struck.

A relief train with a number of physicians on board was hurriedly started from the terminal station, and brought the injured to the city.

# A WARM RECEPTION.

Rebel Attack on San Fernando Repulsed—Enemy Left 75 Killed.

Manila, June 19.—After cutting the railroad and telegraph lines at Apalit, for the purpose of severing communication, the rebels attacked General MacArthur's lines at San Fernando, at 4:30 this morning. They met with an unexpectedly warm reception, and were repulsed with a loss of 75 killed, 30 prisoners and many wounded.

The rebel force, estimated to have numbered 5,000 men, advanced stealthily from the jungle north of the city and then divided, with the evident purpose of surrounding the Americans. The outposts of the Iowa regiment discovered the enemy and retired to their lines, where the entire division awaited in an entrenched position.

The Kansas and Iowa regiments received the first shock of the attack. Reserving their fire until the enemy was within 600 yards, the first volleys of the Americans hit the rebels, who returned the fire wildly, the rest of the line failing to advance.

## Ready for the Attack.

The Americans, who thoroughly enjoyed the novelty of the situation, awaiting an attack, sallied forth, and the insurgents thereupon turned and fled into the jungle. Our loss was 14 men wounded, and the majority of them are only slightly hurt. General Funston's brigade of Kansans and Montanans, and General Hale's brigade, the Seventeenth regiment and the Iowa regiment, constituted the force engaged.

Aguinaldo is reported to have personally conducted the attack, and preparations were made for several days to bring forward troops from Candaba, and others from Dagupan were transported by rail.

Along the front of the Kansas regiment, 39 rebel dead were counted.

The first news of the Filipino advance was reported by a telegraph operator, who was sent to the bridge at Apalit to ascertain the cause of a break in one of the wires. He was compelled to beat a hasty retreat under fire.

## Assassination of Luna.

A Spanish officer, who has been a prisoner in the hands of the rebels and who was released by Aguinaldo, has come through our lines to Manila. He claims to have been a witness of the assassination of General Luna. According to his story, the relations between the two Filipino leaders had been strained to the breaking point because of Luna's attempts to assume control of affairs, and the final rupture was forced by Aguinaldo issuing secret orders to the provincial governors. Luna thereupon wrote to Aguinaldo, demanding copies of the documents, and Aguinaldo replied curtly that Luna was a general of the army, and that the civil government did not concern him. Luna, on opening the reply at his headquarters in the presence of his officers, exclaimed hotly: "He will be dead tomorrow."

One officer, who was friendly to Aguinaldo, hastened to warn him, and Aguinaldo called together 20 trusted soldiers, fellow townsmen of his, and stationed them around his house, with instructions to kill any one attempting to enter, regardless of rank.

Luna appeared the next day, and saw Aguinaldo at the window. A member of the guard said: "Aguinaldo has gone to inspect the troops." Luna then exclaimed: "You are a liar," and drew his revolver, struck the guard and tried to force an entrance into the house. Before he could use his revolver one of the guards bayoneted him in the back and the others stabbed him. In all, he had 20 wounds. Luna's aid-de-camp was killed in the same way.

## TWELVE LIFELESS BODIES.

Result of an Explosion in a Coal Mine in Nova Scotia.

Halifax, N. S., June 19.—A special from Glace bay, C. B., one mile from the Caledonia mine, one of the collieries of the Dominion Coal Co., says an explosion, accompanied by terrible loss of life, occurred here today. More than 40 men were in the pit when the explosion occurred, and it is believed nearly all of them perished. Twelve lifeless bodies have already been recovered. The explosion was caused by gas, which had accumulated in the old workings. The night shift had just come out of the mine, otherwise the loss of life would have been more appalling than it is.

Some of those in the mines escaped through the top, but how many is not yet known. The officials at 10 A. M. were unable to state how many were in the pit, but say there may have been 55.

Marion Clark's Abductors Sentenced.—New York, June 19.—George R. K. Barrow, principal in the kidnaping of Marion Clark, was today sentenced to 14 years and ten months' imprisonment. Carrie Jones, tool of Barrow, who pleaded guilty and turned state's evidence, was sentenced to four years. The trial of Mrs. Barrow will follow.

## In the Track of the Storm.

Milwaukee, Wis., June 19.—Surgeon King's report of the conditions in the track of the storm north of New Richmond reports three persons killed, a large number injured, and says 100 persons in the vicinity of Richardson and 41 persons near Clayton need immediate relief.

# MARCH OF PROGRESS.

What is Being Done in the Way of Railroad Building in the Northwest.

Railroad building in the West is being pushed with vigor. Idaho, Washington and Oregon are literally swarming with surveyors. On a number of roads grade has already been broken. The Burlington proposes to start soon to build west from Billings, Mont. The activity of the Northern Pacific and O. R. & N. into the Clearwater valley, where considerable grading has already been done, is well known. The Northwestern road has broken grade from Huntington, with the Seven Devils district as the objective point. Another road to tap the same district is in about the same direction. It is proposed to run this line from Weiser, Idaho, along the Snake river through the Seven Devils country and on to Spokane.

And there are others. The California, Nevada & Oregon road, which has its terminus at Amile, Cal., is advertising for graders. Its purpose is to push northward into Southern Oregon near Goose lake. Its progress thereafter is problematical. It is said however, that it will push northward past Burns and towards Huntington or Baker City.

There is certainly plenty of territory in Southern and Central Oregon for several railroads. In fact, those sections of the state are entirely barren of anything except rough stage lines. Such is the condition of Malheur county, Harney county, Lake county, Klamath, Grant, Crook and Wasco, each of which is as large as several Eastern states. The railroads are all along the northern, eastern and western borders.

The Columbia Southern, now pushing southward from Antelope to Prineville, will reach the heart of one part of Oregon, and with a system of feeders could drain a large area of country. There is also talk of extending the Corvallis & Eastern east from Albany into the heart of the state. Then there is the proposed road of W. T. Burney and Charles H. Scott to build through Multnomah, Clackamas, Marion and Linn counties, with a branch to Mount Hood.

Nor does that cover all the actual and proposed railroad improvement in Oregon even. The Nehalem road from Astoria must not be lost sight of, and the proposed road to Tillamook. Considerable already has been said about the activity of surveyors along the north side of the Columbia, but the fact remains that lines are being run, rights of way secured and grade stakes set, which look like business.

The year of 1900 will witness rapid strides in railroad development.

## Oregon Wheat Crop in Good Condition.

Oregon will have an abundant wheat crop this year. From the most trustworthy reports received at the weather bureau it is plain that the stand is good, the growth substantial, and the acreage sufficiently large to insure a great harvest of grain this year.

In addition to these reports, well-known citizens from various sections bring the news that the crop outlook, so far as wheat is concerned, is good.

## Bids Will Be Rejected.

F. H. Goss, the Tacoma contractor who built the buildings at the United States naval station at Bremerton, and who is the lowest bidder on the new repair shop to be erected, has received advices from the navy department that all bids will probably be rejected. The appropriation made by the last congress for the repair shop at the Puget sound naval station is only \$55,000, while the bids range up to nearly \$76,000.

## The Steellacoom Asylum.

At the Steellacoom asylum some old buildings are being removed and the excavating is being done for the new three-story wing to be built. The preliminary work is all being done by the patients able to labor, thus resulting in a big saving to the state. The new wing, complete, will cost \$40,000. It is expected that the contractors will commence work upon the superstructure about June 20.

## Minister's Remarkable Record.

Rev. L. A. Smith, who died at Colville, Sunday, had a most remarkable record of having preached for 50 years without missing a Sunday, and it was his earnest desire to die in harness, but it was to be otherwise. For more than a year he had been a hopeless invalid. He was born in Ohio, and was 79 years old.

## Northwest News Notes.

Skagway is considering local option. Chinese pheasants are going to be scarce this fall. Weather has been most unfavorable to corn planting. Pendleton is showing some four-foot wheat of 1899 raising. Upper Santiam country is to have a large wood-pulp mill. Astoria wants the A. & C. railroad extended to Tillamook. Gilliam county has paid all her state tax, excepting 20 cents. Dawson City will have a new daily paper, Dawson Daily News. The city treasury of New Whatcom has \$21,763.25 cash on hand.

## Bonds Sold.

At a recent meeting of the council of the city of Wallace, Idaho, bids were opened for the sewerage bonds which were advertised for. Three bids were received. The bid of C. F. Kimball, of Cleveland, was accepted. He agrees to pay par and accrued interest from the date of delivery of bonds and a premium of \$450 for the \$18,000 sewer bonds, bearing interest at the rate of 6 per cent per annum from the first day of July, 1889, payable semi-annually on the first day of January and the first day of July each year.

## Prospects for Wool.

Mr. E. H. Clarke, the well-known wool-buyer, was in Elgin recently looking up the wool situation. The gentleman reports a very favorable outlook for prices this year and the market will now stand a price of 10 to 11 cents a pound. Elgin is the shipping point for Wallowa county and with the local output of that immediate vicinity there will be a total of about 1,000,000 pounds of wool handled at that point this year.

## To Construct Waterworks.

An election will be held soon at Vernon, B. C., for the purpose of voting on a by-law to raise \$30,000 upon the credit of the municipality of the city of Vernon, for 50 years, with interest thereon at the rate of 5 per cent per annum, the money to be expended in the construction of a system of waterworks.

## Sugar Crop.

Reports from Oxnard, Cal., state that there are 17,000 acres in that district planted to sugar beets. The factory there is nearly in complete order to crush 2000 tons of beets a day. When in full blast the factory will pay out to farmers \$10,000 a day for beets.

# PACIFIC COAST TRADE.

## Seattle Markets.

Onions, 80c @ \$1.10 per 100 pounds. Potatoes, \$35 @ 40. Beets, per sack, \$1 @ 1.25. Turnips, per sack, 50 @ 75c. Carrots, per sack, \$1. Parsnips, per sack, 85c @ \$1. Cauliflower, \$1.00 per doz. Celery, 35 @ 40c. Cabbage, native and California \$2.50 per 100 pounds. Apples, \$2.50 @ 3.50 per box. Pears, 50c @ \$1.50 per box. Prunes, 50c per box. Butter—Creamery, 18c per pound, dairy and ranch, 12 @ 18c per pound. Eggs, 19c. Cheese—Native, 13c. Poultry—Old hens, 16c per pound; spring chickens, 14c; turkeys, 16c. Fresh meats—Choice dressed beef steers, prime, 9c; cows, prime, 9c; mutton, 9c; pork, 7c; veal, 8 @ 10c. Wheat—Feed wheat, \$20. Oats—Choice, per ton, \$27 @ 28. Hay—Puget Sound mixed, \$7.00 @ 8; choice Eastern Washington timothy, \$12.00. Corn—Whole, \$23.50; cracked, \$24; feed meal, \$24.00. Barley—Rolled or ground, per ton, \$25 @ 26; whole, \$24. Flour—Patent, per barrel, \$3.35; straights, \$3.10; California brands, \$3.25; buckwheat flour, \$3.50; graham, per barrel, \$3.60; whole wheat flour, \$3.75; rye flour, \$4.50. Millstuffs—Bran, per ton, \$15; shorts, per ton, \$16. Feed—Chopped feed, \$21 @ 22 per ton; middlings, per ton, \$22; oil cake meal, per ton, \$33.

## Portland Market.

Wheat—Walla Walla, 58c; Valley, 59c; Bluestem, 60c per bushel. Flour—Best grades, \$3.20; graham, \$2.65; superfine, \$2.15 per barrel. Oats—Choice white, 45c; choice gray, 43 @ 44c per bushel. Barley—Feed barley, \$22.00; brewing, \$23.00 per ton. Millstuffs—Bran, \$17 per ton; middlings, \$22; shorts, \$18; chop, \$16.00 per ton. Hay—Timothy, \$8 @ 9; clover, \$7 @ 8; Oregon wild hay, \$6 per ton. Butter—Fancy creamery, 30 @ 35c; seconds, 27 @ 30c; dairy, 25 @ 27c store, 20 @ 22c. Cheese—Oregon full cream, 13 1/2c; Young America, 15c; new cheese, 10c per pound. Poultry—Chickens, mixed, \$3 @ 4 per dozen; hens, \$4.00 @ 5.00; springs, \$1.25 @ 3; geese, \$6.00 @ 7.00 for old, \$4.50 @ 5 for young; ducks, \$5.00 @ 5.50 per dozen; turkeys, live, 15 @ 16c per pound. Potatoes—\$1 @ 1.10 per sack; sweets, 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, 3 @ 3 1/2c per pound. Onions—Oregon, 50 @ 75c per sack. Hops—11 @ 13c; 1897 crop, 4 @ 6c. Wool—Valley, 11 @ 12c per pound, Eastern Oregon, 6 @ 10c; mohair, 27c per pound. Mutton—Gross, best sheep, wethers and ewes, 4c; dressed mutton, 7 1/2c; spring lambs, 7 1/2c per lb. Hogs—Gross, choice heavy, \$4.50; light and feeders, \$2.50 @ 3.00; dressed, \$5.00 @ 6.00 per 100 pounds. Beef—Gross, top steers, 4.00 @ \$4.50; cows, \$2.50 @ 3.00; dressed beef, 6 @ 6 1/2c per pound. Veal—Large, 6 @ 7c; small, 7 1/2 @ 8c per pound.

# YUKON RIVER CLEAR OF ICE

Open Navigation From Dawson to the Lakes.

## SEASON SOMEWHAT BACKWARD

Rebuilding of the Klondike Metropolis Causing Business Activity—Sawmills Running Day and Night.

Port Townsend, June 16.—The Upper Yukon river is open for navigation, and the steamer Flora, which left Dawson May 25, arrived at White Horse June 3. One of her passengers, William P. Allen, of Seattle, who arrived here tonight on the steamer Al-Ki, reports the Yukon river opened for navigation at Dawson May 17, nine days later than last year. The trip was made with difficulty until Lake Marsh was reached, where the ice had to be cut in order to get through. He reports 42 loaded scows at Tagish. Between Tagish and Bennett, 50 more were passed, all loaded and bound for Dawson.

Since the big fire, Dawson has been the scene of business activity. Sawmills have been running day and night, but have been unable to supply the demand for lumber. Every man who can drive a nail has secured employment.

The season is somewhat backward this year and as a result the clean-up did not commence until a short time before Allen started out. He says what little was known of the results of the clean-up was most satisfactory and claim owners were jubilant. Many predict that the output of gold this year will far exceed the expectations of the most sanguine.

Allen says the reported exodus from Dawson for Cape Nome is mythical, as the news of the strike at that place had not reached Dawson when he left.

The latest news from Atlin brought down on the Al-Ki states that the open mining season has again been postponed from June 15 to July 1. Gold commissioner Graham gives as a reason for causing the delay that a large number of claims are in dispute and that he will not undertake the settlement of the question of title until the arrival of the minister of mines or his representative, who will hear the cases and pass upon them. The delay in settlement causes a stagnation of business, as many of the best claims are tied up.

## RETREATED TO IMUS.

Filipinos Driven to the Fortified Inland Town.

Manila, June 16.—The Filipinos retreated several miles southward after yesterday's engagement, to the strongly fortified town of Imus. The shelling of the American warships drove the rebels from Bacoor. The Americans control several more miles of the coast.

General Lawton, with his staff, and a troop of the Fourth cavalry, started to ascertain the nature of the insurgents' position. The general rode five miles along the coast to Bacoor without discovering the enemy. He found the town full of white flags, but there were no soldiers there. The women and children, who had fled to the woods during the bombardment, were camping in the ruins of their homes.

The shells had almost knocked the town to pieces. The big church was wrecked, and many buildings were ruined. Even the trees and shrubbery were torn, as if by a hail storm.

Several hundred women and children came into the American lines for refuge, and the road from Bacoor was covered all day with processions of them on foot and in carts, driving animals and carrying goods on their heads.

The appearance of the battle-field testified to the fierceness of yesterday's fighting. The trees along the river, between the lines, are almost torn down by bullets. The American officers estimate that 100 insurgents were killed and that 300 were wounded during the engagement.

The next battle will probably be fought at Imus. The American troops will soon control the coast to Cavite.

## Ten Killed, Forty Wounded.

Washington, June 16.—The following was received at the war department today:

"Manila, June 16.—Adjutant-General, Washington: Lawton's troops under Wheaton and Ovenshine occupy the country south to Bacoor. They have scouted westward and some distance southward on the line of the Zapote river and the Bacoor road. The enemy appears to have retired on the isthmus, abandoning the bay country. The fighting yesterday was severe. Our loss was 10 killed and 40 wounded, a majority at the crossing of Zapote river. The enemy was driven from heavy and well-constructed intrenchments, to which they held tenaciously. Their loss is several hundred, of whom 50 were buried this morning. They will not probably make any determined future stand in the southern provinces. OTIS."

Search for the body of Senator Reed, drowned in the Umpqua, has been abandoned. It is thought to be covered with sand and debris.