

Morning Daily Herald.

20 CENTS A WEEK.

ALBANY, OREGON, THURSDAY, NOVEMBER 13, 1890.

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ENGOLS

—THE—

PAINTER.

SOME CAN

Most People Can't Afford to Come to Albany and Buy

Men's and Boy's Clothing,

Overcoats or Anything else

Web Men: Boys, without First going to see Stock and Get Prices

—FROM—

L. E. BLAIN

The Leading Merchant Tailor, Albany, Oregon.

SMITH & SENDERS

It is Strange to Tell

What Lots of Stoves Smith & Senders Sell;

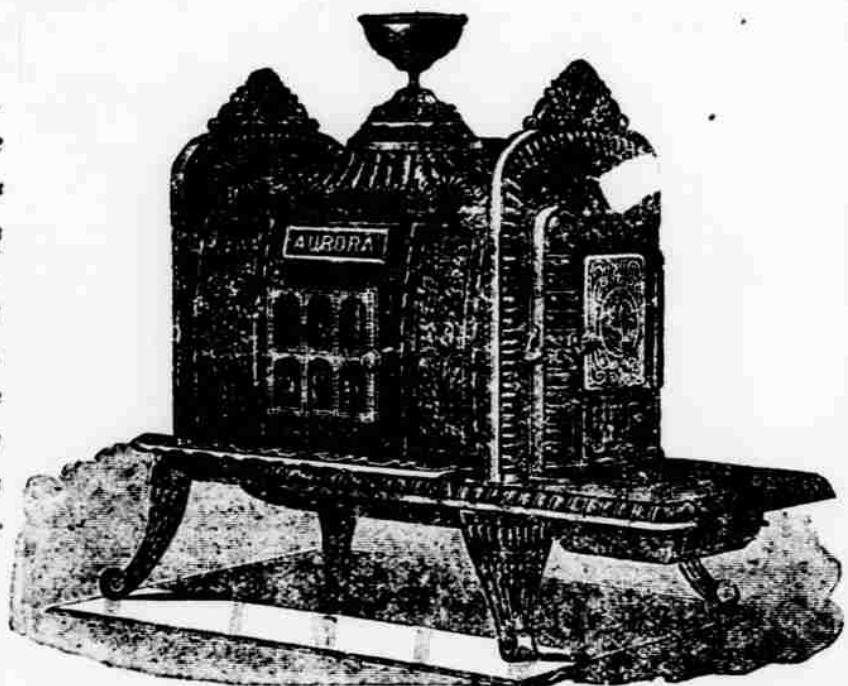
From Early Morn Till Late at Night,

The Store is Full of Customers all to their own Delight

AND WHY?

It is Because they PAY THE FREIGHT on all COOKS, HEATERS and RANGES sold.

The Aurora Base Heater of which this is a picture, is the only Base Heater stove that will burn large rough chunks. It will save your wife splitting the wood again this winter. Holds fire all night



We have the only water filter in the world. When we say this we mean what we say. Can be used for well water or attached direct to the pipes for family, office or hotel use, and will positively take all bones, fish and bugs out of the water, and we have the largest stock best assortment, reliable good Garland, Monitor and Superior stoves and ranges, heaters and pump plumbing goods.

The Celebrated French CURE



Warranted to cure... **APRODITINE**... the generative organs of either sex whether suffering from the excessive use of stimulants, tobacco or opium, or from youthful indiscretion, over indulgence, etc., such as loss of Brain Power, Wakefulness, Bearing Down Pain in the Back, Sexual Weakness, Hypertension, Nervous Prostration, Nocturnal Emission, Leucorrhoea, Discharge, Weak Memory, Loss of Power and Vigor, which if neglected often lead to premature old age and insanity. Price in a box, 4 boxes for \$3.00. Sent by mail on receipt of price.

WOMEN'S GUARANTEE is given with every bottle, and is not returned unless it is a permanent cure is not effected. We have thousands of testimonials from old and young, of both sexes, who have been permanently cured by the use of Aproditine. Circular free. Address: **THE APRODITINE MEDICINE CO.** Western Branch, 1004, 27, Portland, Oregon. For sale by F. O. & H. Mason, who sell all retail druggists, Albany, Oregon.

ROYAL BAKING POWDER

Absolutely Pure.

This powder never varies. A market of pure strength and wholesomeness more economical than the ordinary kind, and cannot be sold in competition with multitude of low test, short weight alum or phosphate powders. Sold only in cans. **ROYAL BAKING POWDER CO., 100 WALL ST., N. Y.** Lewis M. Johnson & Co., Agents, Portland, Oregon.

THE STOCK MARKET.

Catch of Seals That Have Been Taken During the Season.

FUGITIVES IN OREGON.

A Victoria Man to Fight a Salmon Impersonator for Life—A Plucky Girl Captures the Burglar.

New York, Nov. 12.—The stock market today showed better feeling, both in the street and on the exchange, and there was a most gratifying confidence displayed that not only was the worst now over, but that the improvement would be quick and sharp. The action of the clearing house committee in coming to the relief of the banks in their own hands was the means of restoring the confidence of many, while the improvement in the situation abroad was also a powerful factor to that end. Not only were active stocks much higher all day long, but inactive specialties, which yesterday could not find buyers at any price, to-day were taken at constantly advancing figures. Liquidation in Wall Street is now believed to have reached a culmination of efforts to force the complete liquidation in the street as those who had a registered force applied for a much longer time than any other group of stock on the list. There are to be expected considerable selling of the Northern Pacific securities, and some others, to liquidate the market, as it is expected to-day, but the market now shows no pressure of stocks and offerings for the past few days have undoubtedly been taken by strong parties, unfavorable factors to-day were conformed under the rule of the market, and the cleared firm of Decker, Howell & Co., and for accounts to other brokers whose suspension was announced during the day. There were still rumors of further troubles in financial circles and the North Pacific bank went into the hands of the examiner late in the day, although the fact was not made known after the close of business. The report that Gould had acquired control of the Union Pacific again, was used for all it was worth, but the stock showed no response to the story. The North American was heavily pushed and although taken freely, failed to advance the remainder of the list, and was especially sluggish in comparison with the Northern Pacific. Transactions in it, however, were on an enormous scale and aggregated about one quarter of the total business done in all securities. The general list was very feverish, as was to be expected under the circumstances, but there was a strong continuing advance in prices from opening to the close.

GOLD COIN AND NOTES.

How the Specie Account Stands in the Treasury.

WASHINGTON, Nov. 12.—The statement showing the amount of gold coin and bullion in the treasury and gold certificates outstanding for the last ten days, a period ending to-day, shows the total gold in the treasury, \$29,514,150; gold certificates in the treasury, \$39,437,550; gold certificates in circulation, \$125,993,761; net gold in coin and bullion, \$15,559,381. The remains of the late Major General Crook were brought to this city this morning and interred with military honors in the National cemetery at Arlington.

British Cruiser.

LONDON, Nov. 12.—The British torpedo cruiser, *Serpent*, captured off the coast of Spain. The late of the crew is unknown. The *Serpent* was lost twenty miles north of Cape Finisterre. Out of a total of 250 souls on board, only three were saved. The *Serpent* went on the rocks during a storm on Monday night. Owing to the violence of the storm it was impossible to send assistance from here. Fearful seas swept the doomed vessel, carrying away groups after groups of men to make up on board. The *Serpent's* complement was 170 officers and men, others were going to relieve men now on the African station.

No reporter officers at Plymouth were besieged by crowds of people anxious to hear the news of the disaster. Among these were some wives and daughters of many of the lost seamen. The *Serpent* was built after the ideas of Admiral Cooper Key, who insisted on an immense horse power, which according to reports, was in her construction that the plating was too thin and the armament overdone. In sea her heavy top weight would be a detriment to speed and would unduly strain the hull. The vessel was 225 feet long, while she had a draught of only 14½ feet. It is claimed she was unseaworthy and broke down. She broke down more than once in the maneuvers of '88. Several admirals condemned the vessels of her class.

Misfortunate Meeting.

BOSTON, Nov. 12.—The twenty-second annual meeting of the general missionary committee of the Methodist Episcopal church is in session here. The report of the treasurer shows the total disbursements from November, 1889, to October, 1890, of \$1,167,933. The receipts during the same time were \$1,135,271; balance in the treasury in debt October 31, 1890, \$68,321, including the old indebtedness.

PERISHED IN THE FLAMES.

A Disastrous Hotel Fire at Biggs, California.

Biggs, Cal., Nov. 12.—The Hamilton hotel block, a three-story frame with two additions, was burned this morning. The fire started in a millinery store in the addition and spread to the main building. Two dwellings, sheds, livery stable, Croup's saloon place and a number of other buildings were consumed. A north wind was all that saved the entire town. Losses aggregated about \$18,000; insurance, \$10,000. A boy aged about 15, registered as John Beck, unknown, perished in the flames.

THE PRUSSIAN DIET.

The Emperor Opens It in a Speech From the Throne.

BERLIN, Nov. 12.—The emperor opened the diet of Prussia to-day in a speech from the throne. He said in view of the friendly relations with all foreign states, which had been further strengthened this year, the country could look forward with confidence to the perpetuation of peace. The speech also announced that bills would be introduced for the reform in taxation, the organization of provincial councils and the establishment of elementary schools. The emperor's speech dealt almost exclusively with home affairs and emphasized the necessity for improving direct taxation.

THE SMOKELESS POWDER.

A Large Amount of Money Spent in the Test.

WASHINGTON, Nov. 12.—The annual report of Gen. Bennett, chief bureau of ordnance, shows the bureau expended during the last fiscal year \$2,289,920, leaving a credit in the treasury of \$2,994,484 on the subject of smokeless powder. General Bennett says that the best of the best powder has been obtained in experiments abroad, it cannot yet be said, with certainty that these new explosives will eventually supersede the present powder.

The Bank Closed Its Doors.

New York, Nov. 12.—Notwithstanding the announcement early in the day that the North River bank would tide over the losses of yesterday and make satisfactory arrangements with the clearing house, that institution closed its doors at 12:15 p. m., and issued the following notice: "This bank suspended temporarily." The North River bank is a member of the clearing house, and operated under a charter granted in '42. It is stated that the bank officials expected to open for business tomorrow. The cause of the present difficulty is simply tight money. On account of the mention of the North River bank as one of the defaulters at the clearing house yesterday, the depositors started a quiet but a steady run on it this morning. The bank stood it out until 2:30 p. m., when the ready money was exhausted and it had to close its doors. It did an average business of \$3,000,000.

Fooled With Another Man's Wife.

BIRMINGHAM, Nov. 12.—At Adge, La., Monday, R. H. Bristow was shot six times and killed by N. L. Wilson. Bristow had arranged to elope with Mrs. Wilson. The husband intercepted a letter and the lady followed. Bristow was in a watchmaker's shop in Wilson's store, and he also boarded at Wilson's house. Several days ago Mrs. Wilson left home. At the post office Monday Wilson found in his box a letter for Bristow, and the address was in the handwriting of his wife. He opened it and learned that the couple were to meet at Memphis. Wilson borrowed a pistol and walking up to Bristow, shot him. He then gave himself up.

Seal Catching Business.

SAN FRANCISCO, Nov. 12.—Information has been received from Victoria that the fall returns of the seal fishery for the season of 1890 show that Victoria schooners, 23 in all, captured more seals along the coast than in the Behring sea. The exact figures for the coast is 24,352 skins; Behring sea, 18,165 skins; grand total of seal skins from all sources received at Victoria this year, 34,233. The first next year will comprise about 35 vessels, claiming Victoria as their headquarters.

They Find a Shortage.

KANSAS CITY, Nov. 12.—The stockholders of the defunct Hall Willis Hardware Company, held a meeting yesterday, and examined the books, finding a shortage of nearly \$100,000. Shelby Jones, treasurer of the concern was charged with being responsible for the shortage, he denied it. Last night he suicided, leaving a note that he could not stand unjust accusations.

FEARFUL ACCIDENT.

The Overland Train On The Southern Pacific

GOES THROUGH A BRIDGE

Between Brooks and Salem Crossing a General Smash Up—List of the Fatally and Seriously Injured.

Last evening's overland train failed to come to time, and it was soon ascertained that a fearful accident had taken place between Salem and Brooks, the train going through a bridge, and every car but one slipped left the track and piled up. The section hands of both the Albany sections were ordered to the scene of the wreck, and left immediately by the local engine. Other wreckers passed down later. The dispatcher's tell the rest.

PORTLAND, Nov. 12.—10:45 P. M.—News from Salem, Ore., that the overland passenger train, on the Southern Pacific, had run off a bridge between Salem and Brooks. It is reported that several passengers were injured, some probably fatal. The particulars are meager.

12:30—A wrecking train with physicians left here about midnight for the scene of the wreck. It will, however, not reach there until late, as the distance is about 62 miles. One report says every car in the train except the sleeper went off the bridge. B. B. Beckley, of Oakland, Ore., is reported to be badly hurt. A reporter from Salem went to the scene but has not yet returned. It is reported here that the engineer and fireman are both killed and many of the passengers injured.

The whole train was piled up in a confused heap, cars changing end for end. The engineer and fireman could not be found, but are supposed to be buried in the debris. Conductor Conner had his leg broken and received some other slight bruises of little consequence. Engage-master Jameson had arm broken. One piece of the wreck is a frightful sight to see.

SALEM, Nov. 13, 1:30 A. M.—Warren Gilbert, 13-year-old son of Engage-master Gibb, got broken and buried under debris. A shortly past 8 o'clock last night the overland passenger train, Pacific passenger train or California express, went down with the north end of the long trestle crossing what is known as Lake Wash, about a half a mile north of the Chemawa Indian training school five miles from Salem. The trestle must have given away as soon as the engine struck it, and the train and the trestle all went down together. The engine was overturned and half buried almost in the mud. Following this were the tender, mail, baggage and express car, twisted and broken entirely out of shape. Then followed the first class day coach, which was saved from going over by a log tree broken off about even with the trestle. The seats in this car were every one broken to splinters and the partitions in the car were broken into thousands of pieces, then followed the smoker, the next in which were nearly all broken, next was the tourist sleeper, in which were some 25 or 30 passengers, of this number only three were uninjured. Next was the Pullman car "Albatross" with seventeen passengers, and only three escaped without injury. The next and last car was the Pullman "Roosevelt" in which were 15 passengers. Only four of these got off with slight bruises. In the smoker and the day coach every seat was occupied and the proportion of injured was larger, if possible, than that of the cars following as the wreck was the most disastrous from the front end, on account of the mail, express and baggage cars overturning. The only thing that kept the train from burning was the fact that the trestle and track went down almost perpendicularly with it, and name of the passenger cars were overturned. The killed: Those who were instantly killed by the wreck were: John McFadden, engineer and three of the oldest men on the road in point of service. "Fin" Neal, fireman. An unknown man, with dark mustache, silver watch, and some money, who was standing on the platform between the day coach and the express car. A tramp who was riding on the tracks of the express car, where he was found all tangled among the irons.

The total number of deaths from this accident will probably reach as high as ten as many have sustained what it is feared will prove serious injuries and spinal lesions. A few whose spines were injured badly were delirious and the names of several could not be obtained. One was an elderly man in the coach with the U. S. Marshal from Utah and another was a young man in the tourist sleeper.

SALEM, Nov. 13, 1:30 A. M.—The wounded and injured in the

overland train wreck are:

Capt. Jack Crawford, the post scout; bruised.

Chas. Vaughn, of Forrest Grove, leg broken.

Frank Cleaves and wife, formerly of Salem, backs hurt.

B. E. Dodd, Victoria, B. C., leg broken.

John Pengilly, 1938 E street, Tacoma, hip out of joint; wife also hurt.

W. S. Bowen, Portland, shoulder probably broken.

Captain Euell, both legs broken near the ankle.

Meyer Wolheim, Mt. Vernon, Wash., tongue, side and hand bruised and mashed. In the fall his tongue was almost bitten in two.

Sam'l Anson, New York city, side and back sprained.

Mrs. T. C. Burley, and May and Willie Boyle, Missoula, Montana; former badly shaken up and the latter unharmed.

Wilson Berry, North Dakota, throat injured, but not fatal.

C. M. Burrow, Ellsworth, Kas., back sprained.

Fred Waite, Ellsworth, Kas., back sprained and side mashed; injuries will probably be fatal, was en route to Chicago.

Miss Laura Eckfeldt, San Francisco, hand broken.

Sallie Eckfeldt, not hurt.

Clara Hamlet, Tacoma, arm broken.

Dr. Hamell and wife, Philadelphia, both spines badly hurt; just returning from a trip around the world.

I. L. Kimberlee, Neman, Wis., back badly hurt.

Mrs. Conning and infant; former very badly hurt.

C. G. Kiehl, drummer for Val Blatz brewing company, Milwaukee, thigh broken.

"Pet" B. Beckley of Oakland, ribs broken and back injured. How many ribs were broken could not be learned, nor the extent of the injuries. He was removed by engine to Salem, where his wife and children are.

Hannah Fish, Tower, North Dakota, spine injured, also side.

Arthur Erson, Seattle, Wash., collar bone broken and cuts and bruises about side and body.

Eugene Eld, Tower, N. D., leg sprained and side bruised.

Miss Fattie Starkey, of Fort and well known in Salem where she formerly resided, perhaps fatally injured internally.

Clara Berry, Tacoma, Wash., badly bruised.

J. J. Neystell, N. Y., back hurt.

L. M. Beerick, Tacoma, Wash., side injured, not fatally.

G. G. Newham, a recent Packer, an old, partially injured man on the train.

J. B. Rena, Tacoma, left side and face bruised. His injuries are feared are internal.

James McGarry, United States marshal from Salt Lake, Utah, nose broken, leg probably broken and badly injured internally. It is feared that he will bleed to death.

F. Kreek, Portland, ankle broken and probably leg, face also bruised and nose and eye cut.

The railroad men, aside from those that were killed, if whom mention is made above, the following named were wounded:

A. Huff, Eugene, brakeman, back badly hurt, face mashed, nose and eye cut and ankle broken, the bones protruding through his shoes.

E. L. Hendee, East Portland, considerably bruised about the body.

"Shan" Conner, Roseburg, conductor, leg broken between the knee and ankle.

Houghton, Pullman conductor, leg broken and body bruised.

J. Daniels, porter, Pullman badly bruised.

Boundet porter, Smith, arm broken and painfully bruised about the body.

John J. Blow, Portland, train agent, nose skinned. Blow was one of the first to reach Salem after the accident, coming down on the railroad track and assisting in getting the yard engine started.

Hon. E. J. Jeffrey, of Portland, occupied a seat in the head pulled man. He was slightly bruised, and partly well shaken up, but otherwise not injured. He said the reason so many had their backs injured, was that they were in a sitting posture and the train lunged forward as well as down, most ungenerously jerking them and throwing them forward.

wreck warm, and to light the way of the willing workers, who had hastened to the rescue from every direction.

The scene about the wreck was one long to be remembered. Laid out on the ground were the mangled corpses, recovered from the wreck. Reclining in improvised beds about the fires were the wounded, who had been taken out of the coaches. While standing near the wreckage, one could see the faces of those less seriously injured and around these and everywhere were the crowds who had come to help, or from curiosity. In the coaches standing on the fallen trestle work, were the same scene, every available cushion being occupied by some unfortunate ones more or less injured. As soon as the doctors arrived from Salem, at about fifteen minutes after eleven o'clock, they set about manfully dressing the wounds and administering to the needs of the injured. They were assisted in this work by as many of Salem's citizens as could reach the spot.

The first news of the disaster which reached Salem came by an Indian student of the Chemawa school, who arrived a little before 10 o'clock, having ridden in. He said a hundred people were killed. Immediately every physician in the city was summoned and prepared to go. At once fire was put in the yard engine and as soon as possible two flat cars were switched on and the run to the dismal swamp was made in very short order. This train carried several of the physicians and a large crowd of helpers, including representatives of the Associated Press. Every available rig in the city was taken on to the train, and hundreds were soon on the scene of death.

A relief train was also ordered to leave here for Albany. A part of the Albany express passed over the deadly trestle only a few minutes before the disaster. It was taken in motion on the trestle and its destruction. A wrecking or construction train was started out from Portland, and will clear the wreck and repair the track as rapidly as possible.

The length of the break is about 100 feet. The trestle work, there was 16 to 20 feet high, and that was consequently the height of the trestle. The engineer felt the trestle give way as soon as his engine struck it, and he gave one or two jerks to the brakes. The train moved ahead about fifty yards as it went down; it was the work of less than a minute. One man, whose name could not be learned, hit his tongue off. The confusion coming while the wreck fell, was a scene to be remembered.

The three cars in the lead, the mail express, and baggage were overturned and mashed all to pieces. The express car was thrown across wise of the track, the mail car to one side of the track and the baggage car to the other. The messengers and clerks in these cars escaped with their lives is a miracle. To look at the carcase would not suppose it possible to get out alive. It was reported one was killed, and another had an arm broken, but the truth of the rumor could not be affirmed or denied.

THE UNION PACIFIC

The Stock Fluctuating in the New York Market

New York, Nov. 12.—This evening the Post says that the story about the Union Pacific passing in a control of Gould, not only lacks confirmation, but we have the most positive, unquestionable proof that the whole story was merely an invention. Nevertheless, we have also good reasons for believing that a majority of the stock holders are dissatisfied with the present management and that a move will soon be made to break up the contract with the Northern section. One of the most important instruments used for effecting a rally in stock value was the theory that Jay Gould had acquired control of the Union Pacific railway, based on rumors printed in a morning paper. The Tribune reporter saw Mr. Gould this afternoon and he denied the truth of the published story. "I am acquainted with some of the largest stockholders in the company," he said, "and I might have some influence if I chose to exert it. There is a great dissatisfaction over the conduct of many of the railroads, and there is an uprising which ought to effect great reforms in the management for the roads have enough business to give them large profits if they can obtain proper rates. In the southwest we have made progress towards securing agreements which will establish staple rates. There has been no reference to-day that I know of on this subject, and the progress made is made to-day, is probably the result of previous conferences. The stockholders are aroused an indignant over the result of the warring rates, and the best way to express the situation might be to say that if railroad election were to take place now the results might be as surprising as they were in the recent political elections."