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[WEEKLY EDITION

EASTERN.

News of the Week from Beyond the Rockies.

THE B. & O. RAILROAD.

The Control of the Road to Pass to a New Syndicate.

BALTIMORE, March 9.—Robert Garrett, president of the Baltimore and Ohio railroad, was seen to-day, but had nothing to say in regard to the reported arrangement for the transfer of the control of that road to syndicate representing the Reading, Richmond, Terminal, and other companies.

THE SALE EFFECTED.

NEW YORK, March 9.—An evening paper, speaking of the Baltimore & Ohio deal, says: "By the will of the elder Garrett, the president of the Baltimore & Ohio was restrained from liquidation of his railway stock within twenty years, and that period is still distant. Just how the lawyers got around the difficulty is not well known, but it is supposed that Garrett placed in escrow his own holding, about one third of the stock of the road, and for the other shares he had to persuade the trustees of the Johns Hopkins estate and representatives of the state of Maryland and the city of Baltimore to part with their large holdings at \$250, the rate agreed upon. He succeeded in the negotiation, and it is said the purchase price of the stock will be paid in \$10,000,000 of 5 per cent. long-time bonds and remainder in cash."

Manning Retires.

WASHINGTON, March 9.—Although Secretary Manning's resignation does not take effect until the 1st proximo, he virtually severed his connection with the department this evening. In accordance with his expressed wish there was no formal leave taking, and but very few of the officers who knew of his contemplated departure improved the opportunity to call and say "good-bye." He was presented with a handsome floral design by the messengers attached to his office. Mr. Manning will leave Washington tomorrow for a short visit to New York and Albany prior to his departure for Europe. He is suffering from a severe cold, but otherwise his health shows no impairment since his return to duty. Acting Secretary Fairchild is still regarded as his most likely successor.

Fortification and Appropriations.

WASHINGTON, March 9.—Touching the failure of congress to pass the fortification appropriation bill, Gen. Benet, chief of ordnance, to-day said that the result is to leave fortification and ordnance works in a worse shape than they were after the adjournment last session. At that time there were a few wag ends of appropriations available, but now the ordnance bureau and engineer corps must come to a full stop, so far as concerns construction of guns and fortifications. "The engineer corps," said the general, "has about surrendered its military functions and has been resolved into a body of civilians devoting all its time to river and harbor improvements."

Two twelve-inch rifle cannon, cast iron, strengthened with steel, have been lying for months incomplete in the South Boston shops, congress having failed to appropriate a sufficient sum out of the amount already authorized to be expended to put them in serviceable condition.

Watching Sherman.

NEW YORK, March 9.—Blaine's managers in this city, and they are among the shrewdest and most experienced politicians in the camp, are watching with anxious interest the movements of Senator Sherman, whom they have come to consider Blaine's most formidable opponent. The announcement to-day that Sherman is going to make an extended tour through the Southern states is the cause of special uneasiness. The trip is said to be a plot to ingratiate himself with republican feeling in that quarter, in the hope of strengthening his position in the next national convention. It is estimated that in due time the "Plumed Knight" will be doing some missionary duty of the same kind in the same quarter.

THE DEAD PREACHER.

First Funeral Services at the Beecher Residence.

NEW YORK, March 10.—In spite of the rain, the streets in the vicinity of the Beecher residence were crowded with people this morning. At 8 o'clock a squad of police was stationed in front of the house. A large number of floral emblems were received. The coffin rested in the center of the front parlor, and was surrounded by a bank of flowers. The remains were dressed in a suit of black broadcloth. The features appeared quite natural, and there was a smile on the face. Rev. Hall read the burial service from the ritual of the Episcopal church. Only members of the family and intimate friends were present. No member of the family was dressed in black. Rev. Hall paid an eloquent tribute to the dead preacher. After the services at the house the body was escorted to Holy Trinity church by the Thirtieth regiment. The remains will lie in state in the church until Friday evening or Saturday morning, when they will be conducted to the receiving vault in Greenwood cemetery in Brooklyn.

THE B. & O. SALE.

It Originated with Jay Gould, who Wants the Telegraph Lines.

CHICAGO, March 10.—A gentleman who claimed to have seen the original contract for the sale of the Baltimore & Ohio railroad is authority for the following: The plan for consolidation of the various railroad interests grew out of the efforts of Jay Gould to induce Garret to pool the business of the Baltimore & Ohio Telegraph company with that of the Western Union. Garret absolutely refused to become a party to such an arrangement, and declared he would always keep his business under his own control; that the telegraph and railroad interests were identical, and should remain so as long as he controlled them; but he intimated he was inclined to free himself of his business cares by an absolute sale of the controlling interest in the B. & O. railroad, which would carry with it the control of the telegraph and express company. With this hint as a basis, the negotiators returned to New York and formed a syndicate, composed as follows: Calvin Brice, Alfred Sully, Austin Corbin, John G. Moore, Gen. Samuel Thomas, H. C. Fraenstok, Winslow, Lanier, & Co., and J. P. Face. A contract was then framed, in which Garret agreed to transfer to the syndicate the controlling interest in the B. & O. railroad within thirty days for \$18,000,000, a forfeit being deposited by Garret. The contract was slow to Gould Saturday. It is understood the telegraph business is to go the Western Union company and the express business to the Adams express company.

Captain Eads Dead.

NASSAU, N. H., March 10.—Captain James B. Eads, the Tehuantepec ship railway engineer, and the man who engineered the St. Louis bridge work, and the Mississippi river jetty work, died here on the 6th inst. of pneumonia.

Funeral of the Socialist's Wife.

CHICAGO, March 10.—Oscar Neebe, anarchist, to-day selected Paul Grottkan and George Schilling to deliver orations at his wife's funeral services in Miller's hall next Sunday. Grottkan was Spies' predecessor as editor of the Arbeiter Zeitung, and was a prominent figure in the riots at Milwaukee last spring. Schilling is a noted local socialist labor agitator and ward politician. Nothing of a religious character will enter into the ceremonies. It has been decided that the procession will only accompany the corpse to the city limits, and Chief of Police Ebersole says no special police arrangements have yet been made regarding the proposed demonstration. He understands that it is to be a red flag affair, and the Central Labor Union say they will carry the red flag on the banners of the various societies composing the organization, and should they do so there will be no absence of red flags, for the societies and their members are almost without exception radically socialist, and their bunting is the most vivid crimson. Each society is providing itself with a band of music. Sheriff Mason to-day decided that Neebe should be unmanacled, and be allowed to accompany his wife's corpse to the grave guarded by a single deputy.

Canada Going to Look out.

CHICAGO, March 10.—The Times' Ottawa, Ont., special says: Capt. Scott, royal navy, commander of Canadian fleet of fishing cruisers, has arrived here to confer with the minister of marine and fisheries regarding the protective service for the coming season. He says that the fleet will be increased and each vessel will be equipped to meet any emergency. It had been stated that the American fishing vessels would come into Canadian waters armed to resist seizure, and the cruisers would be prepared for all eventualities. He expects to have a lively season of it, and even if regulations are as rigidly enforced this year as last he does not expect any falling off in the fleet of American vessels.

THE ECCENTRIC FAMILY.

So awfully Eccentric that They Starve Two of their Members to Death.

NEW BRUNSWICK, N. J., March 10.—The Denmead family have for years furnished gossip for the people of New Brunswick. The family is eccentric and wealthy, yet living in a wretched house under ground, and they have furnished material for many newspaper stories. For the past two months rumors relative to the condition of Mrs. Samuel Denmead have been flying about, and it being impossible to secure entrance to the house, owing to the conduct of Samuel Denmead, no one solved the mystery till yesterday. The theory that Mrs. Denmead was dead gained currency, for she had not been seen for over two months. A warrant was issued yesterday, and Chief of Police Fournatt, accompanied by officers of Police Fouratt, and relatives of the Denmeads, proceeded to the house, and on reaching the door they were met by John Denmead, one of the brothers, who attempted to prevent their entrance, but he was easily overpowered, and as he opened a frightful stench assailed the nostrils of the party. John Denmead, seeing resistance was useless, procured a light, and led the way to the rear room, where, upon the same bed, lay the bodies of Cornelia and Robert Denmead, horribly decomposed. When asked why the fact of his relatives' death had not been made known, he said, "We are afraid they will be taken away from us." Officers were placed on guard at the house, and John and Samuel Denmead taken in custody. A coroner's jury

was impaneled to determine the cause of the death of the Denmeads.

The result of the post-mortem examination of the two bodies showed their lungs in their normal condition, and death was evidently not caused from pneumonia. Their stomachs show that they starved to death. They had been dead at least two months. Their stomachs will both be examined for traces of poison.

FROM WASHINGTON.

Important Railroad Land Decision by Secretary Lamar.

WASHINGTON, March 11.—Secretary Lamar, in the case of Leander Scott vs. the Kansas Pacific railway, has decided to adhere to the present system of adjusting the limits of land grants to railroads, and reject the plan proposed by Commissioner Sparks. This decision, in its ramifications, is thought by some to be the most important ever rendered by the interior department. Had the decision of Sparks been approved, the land-grant railroads of the country would have been deprived of many millions of acres of land. The commissioner's plan was, in brief, to so adjust land grants as to railroads as to give the amount of land to what they would receive on their routes in all cases which have been built, in straight lines. The old system, which was established in 1852, adjusted grants to correspond with the sinuosities of the roads. Senator Dolph is inclined to think this decision virtually decides the dispute between the Oregon & California railroad and the general government, as to whether the former or the latter is entitled to a certain large tract of land near Forest Grove. Commissioner Sparks held that the railroad company was not entitled to said tract, and that filings under the general land laws by persons settling thereon should be received. It is thought the secretary's decision will have the effect to restore the land to the railway company.

Low Railroad Rates.

WASHINGTON, March 11.—A committee of the Southern passenger agents' convention, which adjourned here recently, has decided upon rates to the general national drill for all travelers. Under the interstate commerce law it is understood that they cannot make a discrimination in favor of persons, so the committee decided to give the cheap soldier rates to one cent per mile is the rate fixed for parties of not less than twenty-five in one party for short line distances traveled from all points to Washington and return. This rate, which applies to citizens and soldiers, is the lowest ever given for similar purposes. It is about one-half that given to the New Orleans exposition.

Chicago Hoodlums.

CHICAGO, March 11.—An important move was made in the prosecution of hoodlum county officials shortly before noon. The assistant of the state attorney's office, accompanied by six detectives, entered the rooms of the county commissioners, where, provided with a subpoena, every record and document belonging to the institution for two years was seized. At about the same moment a similar movement was made at the county hospital and asylum. The papers and books were then taken to the grand jury room for inspection. The entire proceeding was carried on so quietly and speedily that very few of the suspects were aware of what had transpired until after the papers had been taken.

Interstate Railroad Traffic.

MONTREAL, March 11.—Traffic manager Olds has issued the following circular to agents of the Canadian Pacific railway: "The enforcement of the provisions of the interstate commerce law will compel the revision and cancellation of all special local rates on commodities shipped from points in Canada to points in the United States. Agents will therefore give notice to all who are shipping to the United States on through rates that on and after April 1st, all such through rates will be void. Every effort will be made to obtain, as soon as practicable, reasonable rates from American lines from the points of connection with this line to the several markets and distributing centers in the United States with which business is now done by Canadian shippers, and due notice of such rates will be given as soon as they are obtained."

A Court Decision.

TORONTO, March 11.—The court of the queen's bench to-day decided that any married Canadian citizen, according to the law of bigamy, who crosses the line and marries again in the United States, cannot, on his return, be prosecuted successfully for bigamy, providing he did not leave Canada with the intent to commit offense.

Probably not Dead.

NEW YORK, March 12.—The report of the death of Capt. Eads is doubted by some. The rumor of the death is not confirmed.

BEECHER'S REMAINS.

They are Placed in the Receiving Vault in Greenwood Cemetery.

NEW YORK, March 12.—Beecher's remains were taken to Greenwood cemetery at 8 o'clock this morning and deposited in the receiving vault, where they will remain until the family selects a hot for final interment. The church was guarded all night by Plymouth company "G."

Only members of the family and close personal friends went to the cemetery.

Great Yacht Race.

NEW YORK, March 12.—The trans-Atlantic yacht race from this city to Queens-town, between R. T. Bush's "Corona" and Caldwell & Colts' "Dauntless" started at 1 p. m. to-day. Both yachts are in excellent order, and both are confident of winning.

Changing a Mail Route.

WASHINGTON, March 13.—From what can be gathered from the officials of the post-office department it would seem that the mail route from Ashland, Or., to Linkville, will within a few days either be discontinued or service thereon be decreased, and that a new route will be established from Linkville down the Klamath river to a point in California where the river is intersected by a stage line or railroad. The officials are now considering whether to make terms with the present contractor of the Ashland route for carrying the mail on the new route, or whether to ask for bids. It is said the contractor for the Ashland route is losing \$1,000 a year, because of snow and roughness of the road. Several remonstrances have been received against the proposed change, and Col. Whipple, commanding officer at Fort Klamath, protests against it until, at least, the O. & C. railroad is extended south to the Klamath river, and that mail matter in which the people are mostly interested comes from Portland, and not from San Francisco, and, if the change is ordered, their mail will arrive one or two days later than at present. The department has telegraphed to a postal inspector to examine the case.

New Postmasters.

WASHINGTON, March 13.—Postmasters appointed—H. H. Hampton, Newport, Benton county; Hannah E. Rutherford, Marion, Marion county. The office at Smiths, Jackson county, has been discontinued.

What the President Says.

WASHINGTON, March 13.—Representative Hermann leaves to-morrow for Baltimore, Boston, and Canada, and thence for Oregon. In calling to pay his parting respects to President Cleveland, he took occasion to speak of the disappointment of the people of the northwest over the failure of the river and harbor bill to become a law. The president replied, in substance, that in his opinion there is as much money on hand as can profitably be expended during the coming summer, that congress has grown extravagant in the matter of appropriations for the improvement of rivers and harbors, and that for these and other reasons he felt it to be his duty not to sign the bill.

After the "Rascals" Sculp.

WASHINGTON, March 13.—The repeal of the tenure of office act caused a grand scramble for the remaining collectorships and postmasterhips throughout the country which remain over from past administrations. Among the offices for which the crowd is lingering after is the Portland, Oregon, collectorship. Senator Dolph said to-day he had no idea who would be the successful candidate. He only knew that a hard fight was being waged over it, and that all the democratic leaders of Oregon were bending their energies to secure the place.

River and Harbor Bill Gone Up.

WASHINGTON, March 13.—As days go by, and the ten days' limit is about expiring, all expectation that the president will sign the river and harbor bill vanishes. Senator Mitchell blames Gen. Parke, of engineer corps, as much as any one, for its failure. He thinks that if Parke had not withheld the money appropriated last year, affording the opponents of the bill a chance to say that there was \$16,000,000 still unexpended, the president would have signed it without much delay, and the destruction now inevitable, because of the lack of appropriations, would be avoided. The failure of this year's bill can only serve to augment the appropriations which must be made next year to repair damages, resulting from the action of the elements, where work will be suspended, and improvements cannot be properly protected.

Ben Holladay.

WASHINGTON, March 13.—Ben Holladay has sold his farm near this city. With his own poor health and the fact that his wife is an invalid, his affairs are in a very complicated condition at the present time. The long sickness and death of his son, Ben Holladay, Jr., was a sad blow. In addition to his own business, the father has tried to do what he could to straighten out the affairs of his son, who was engaged in the claim business, the difficulty of the task being better imagined than described.

Beecher's Successor.

NEW BEDFORD, Mass., March 13.—It is said on good authority that Rev. Matthew C. Julien, pastor of the Trinitarian church of this city, will receive from Plymouth church, Brooklyn, an invitation to fill the vacancy caused by the death of Rev. Henry Ward Beecher.

THROUGH A BRIDGE.

Thirty-two Persons are Killed in Another Railway Accident.

BOSTON, March 14.—A heavily loaded passenger train for Dedham, on a branch of the Boston & Providence railroad, went through a bridge at Rosindale, Mass., at 7 o'clock this morning. Five cars fell thirty feet, with a terrible

crash, and it is reported that thirty-two persons were killed and forty more injured. Among these were many women. The breaking of the bridge was the cause of the accident.

The Baltimore & Ohio Deal.

ST. LOUIS, March 14.—The Republican, of this city, says that a prominent railway official has made the statement that he will not be surprised at the outcome if, when the smoke of the Baltimore & Ohio deal is cleared away, the Atchison, Topeka, and Santa Fe will be found to be its owner.

FROM WASHINGTON.

Some Interesting Information for Oregon Office Holders.

WASHINGTON, March 14.—Appointment Clerk Higgins, of the treasury department, states that last week the president again sent for the application papers in the case of the collector of customs at Portland, and that Saturday he sent to the department to see if any other papers had since been filed. The removals made by the president within the past few days taken together with certain proceedings in different government departments, lead one to infer that the removal of most of the remaining republican office-holders will be only a matter of time. In the postoffice department the officials are having prepared by states printed lists of all republicans yet in, whose offices are presidential. Oregon has not yet been reached, but the books show that in the state there are six republican postmasters and in Washington territory three. Terms of the receivers of the land offices at Oregon City and The Dalles have expired within the past few days. Their successors are expected to be named soon. Attorney General Garland has stated that there is no present intention at least of removing United States Marshal Kelly from his position.

THE O. & C. FOREST GROVE LAND.

Assistant Attorney-General Montgomery of the interior department, states that the question as to whether the general government or the O. & C. railroad is owner of the quadrangular tract of land near Forest Grove, has not been acted on. He declines to say whether or not the case decided last week, of Leander Scott vs. the Kansas Pacific railroad, will hold as a precedent in this case. One attorney in the interior department says the two cases are quite dissimilar. Outsiders, however, who are familiar with these cases, hold opposite views, and, in equity, the land must be given to the railroad company.

THROUGH A BRIDGE.

A Terrible Wreck on the Boston & Providence Railroad.

BOSTON, March 14.—It is reported that a heavily loaded passenger train on the Boston & Providence railroad met with a terrible accident about 7 o'clock this morning, between Rosindale and Forest Hill. Four cars went through a bridge, and over thirty persons are said to have been killed; probably the number is greater. The wounded may reach one hundred, as the cars were, as usual, heavily loaded, and the last three cars, which left the track, were filled with passengers, taken on at Dedham, and between there and Forest Hill. The accident was due to the giving way of the bridge under the weight of the train, doubtless to some hidden fault of materials or of the construction. An inspection of the wreck reveals the fact that eight cars, comprising the train, were jumbled into a complete wreck, not one of the cars escaping almost perfect demolition. From the location of the wrecked cars it would seem that the first three cars passed over the bridge safely, and the structure evidently gave away when the fourth car was passing over it. Five cars went through to the roadway, landing in a mass of splinters in the street. The inmates of the smoker were either killed or injured, not one escaping without injury of some kind. Two of the coaches went clear across the roadway, landing against the stone wall that surrounded the large field at the foot of the hill. As the cars lie in the present location they present a picture of absolute demolition, and it seems remarkable that any person in them escaped alive. The cushions from seats are scattered over the roadway and into the adjacent pasture, while the car wheels and trucks are distributed in all directions. That the horrors of fire were not added to the terrible disaster was due to the promptness with which relief was sent. The chemical engine from Rosindale was at the scene within twenty minutes after the occurrence, the information being brought by a letter carrier, who gave the alarm of fire upon observing flames issuing from the debris. The flames were soon extinguished and the firemen did excellent work in rescuing the injured.

Cars without Lamps.

NEW YORK, March 14.—The New York Central railroad company has begun to take steps to abandon the use of lamps in their cars and so lessen the danger in cars. At the Grand Central depot to-night an electric company gave an exhibition of lighting cars by incandescent lamps with the aid of storage batteries. A drawing room car was lighted up with twenty-four lamps and batteries stored to run two days.

Blaine, Jr., to be a Broker.

PITTSBURG, March 14.—James G. Blaine, Jr., after a pleasant experience of several months in the financial and commercial department of the Pittsburg Times, has severed his connection with

the paper and gone to New York to go into the office of a prominent Wall street broker.

Long List of Wounded.

BOSTON, March 15.—The revised list of persons injured in the Boston & Providence railway accident yesterday shows one hundred and fourteen wounded.

Destructive Fire.

BUFFALO, N. Y., March 15.—A large brick building occupied by the Free Masons burned here this morning. The Masons lose forty thousand dollars, which is partly insured. The total loss is four hundred and fifty thousand dollars.

THE BALTIMORE & OHIO.

The Fine Italian Hand of Jay Gould in the Deal.

NEW YORK, March 15.—It is generally believed in Wall street that the control of the Baltimore & Ohio has passed into the hands of a syndicate. It is reported that Jay Gould acquires the greater interest, and has already paid \$140,000 cash on the agreement. Russell Sage is also named as a member of the syndicate. According to reports, the Western Union takes the telegraph lines, Dunsmore takes the express business, and the Pennsylvania railroad takes the road.

Secretary of War Resigns.

WASHINGTON, March 15.—It is reported that the resignation of William C. Endicott, as secretary of war, is in the hands of the president. While this is probably premature, the fact is that there is very little sympathy between the president and Endicott, and their entire alienation may occur at any time. Endicott, it is asserted, finds his duties in the cabinet not congenial, and the president, it is asserted, is disappointed in Endicott as a political factor. He has been a complete failure in his official capacity, and he has offended many prominent men who had business relations with the department, to the great annoyance of any sense diplomatic and he has permitted his native exclusiveness to repel persons inclined to be friendly to the administration. The president has, on one or two occasions, certainly remarked on this regretfully.

Work on the New Cruisers.

WASHINGTON, March 15.—Secretary Whitney to-day informed Chief Constructor Wilson that the navy department has been informed by the attorney general that the available balance of the general appropriations under the respective heads of the bureau of construction and repair and the bureau of steel engraving can be lawfully applied and used in completing the hulls and machinery of the cruisers Chicago, Boston, and Atlanta, provided the whole expenditures shall not exceed the estimates of hulls and machinery as reported by the naval advisory board. Work on these vessels will be resumed at once.

Somebody Gone Wrong.

WASHINGTON, March 15.—It was stated at the interior department to-day that there have been secured in Oregon affidavits in the swamp-land matter strong enough to justify the indictment of a representative in congress. Affidavits charge him with being conspiratory in securing false certificates on lands selected by Agent Ankeny.

Canadian Fisheries.

NEW YORK, March 15.—A special from Ottawa, Ont., says: The fisheries department has completed its plan of campaign for the coming season. It was submitted to the cabinet council last evening, and after full discussion it was adopted. Speaking with regard to it, Sir John Macdonald said to-day: "The protective fleet will be even more efficient than that of last year, and Yankoes that succeed in trespassing within the three-mile limit without molestation will have to be commanded by an uncommonly cunning old sea-dog."

Way to Settle the Indian Question.

WINSINGP, March 15.—Commissioner Comb's Salvation Army has arrived here en route to the Pacific coast. Mr. Comb says it is proposed to commence work among the Indians in the Northwest next summer. Some of the best officers of the army, male and female, have volunteered for this service.

Northern Pacific Collision.

HELENA, March 15.—News has reached here of a frightful collision of an express and freight train on the Northern Pacific near Wheatland, west of Fargo, Saturday, smashing two engines and 8 cars. The engineer and firemen of the freight train were killed and others injured.

Refuses to Submit.

CHICAGO, March 16.—After a spirited debate, the house of representatives of the state legislature, in session at Springfield, refused to submit the prohibition amendment to a vote of the people. The proposition was defeated by a vote of thirteen.

Republicans Nominations.

PROVIDENCE, R. I., March 16.—The republicans of Rhode Island in convention to-day nominated all the present incumbents of state offices as the party candidates.

STATE DIPLOMAS.—The State board of education has recently granted state diplomas to Misses McKenzie and Schuck, of the Portland public schools, on like diplomas from other states.