

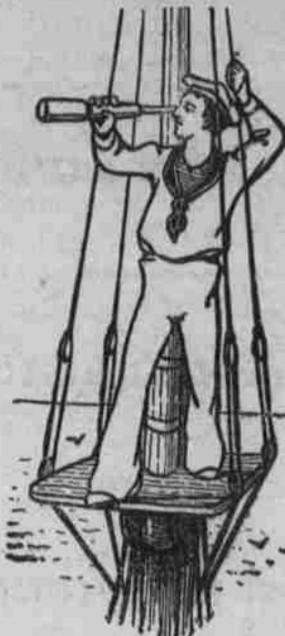
The Daily Astorian

EXCLUSIVE TELEGRAPHIC PRESS REPORT.

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ASTORIA, OREGON, SATURDAY MORNING, OCTOBER 21, 1893.

PRICE, FIVE CENTS.

THE VIGILANT WINS!

The race is not always to the wise, but the Vigilant is sure to win on land or on the seas. Cash, one price and low expenses, and being Vigilant enables us to sell Men's and Boys' Clothing, Hats, Caps, Boots and Shoes, Furnishing goods, Trunks, Valises, Umbrellas, Macintoshes, Gum and Oil Clothing, Etc., at prices 16 $\frac{1}{2}$ to 33 $\frac{1}{2}$ less than elsewhere.

Men's and Boys' Clothing at 25 per cent. less than regular prices until further notice.

I. L. OSGOOD,

The Reliable One Price Clothier and Hatter,

600, 602 Third Street, Opposite Foard & Stokes', Astoria, Or.

— We have a full supply of —

SCHOOL BOOKS AND SUPPLIES

To be sold at the American Book Company's price list.

A big reduction from last year's prices.

GRIFFIN & REED.**CALIFORNIA WINE HOUSE,****FINE WINES AND LIQUORS**

I have made arrangements for supplying any brand of wines in quantities to suit at lowest cash figures. The trade and families supplied. All orders delivered free in Astoria.

A. W. UTZINGER,

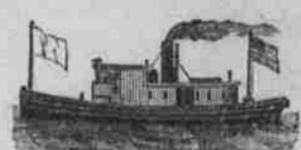
Main Street, Astoria, Oregon.

The Astor House,
J. W. WILLIAMS, Prop.

Conducted on the European plan. Rooms 25, 50 and 75 cts.

Special Rates by the Week or Month.

Jefferson St. - Astoria, Or.

STEAMER R. P. ELMORE

WILL LEAVE FOR TILLAMOOK EVERY FOUR DAYS, AS FOLLOWS:

For October it will be the 2nd, 6th, 10th, 14th, 18th, 22nd, 26th and 30th.

The steamer R. P. Elmore connects with Union Pacific steamers for Portland and through tickets are issued from Portland to Tillamook Bay points by the Union Pacific Co. Ship freight from Portland by Union Pacific steamers.

ELMORE, SANBORN & CO., Agents, Astoria!

UNION PACIFIC R. R. COMPANY. Agents Portland.

THE PACKERS**Choice Columbia River Salmon,**
THEIR BRANDS AND LOCATIONS.

NAME	LOCATION	BRAND	AGENTS	AT
Aberdeen Pkg Co.	Ilwaco	Bear	Aberdeen Pkg Co	Ilwaco, Wash
Astoria Pkg Co.	Astoria	Astoria Pkg Co. Kinney's (John A. Devlin)	M. J. Kinney	Astoria
Booth A. Pkg Co.	Astoria	Black Diamond Oval	A. Booth & Sons	Chicago
Elmore Samuel	Astoria	Magnolia White Star	Kinslow, Sanborn & Co.	Astoria
George & Barker	Astoria	Endure Palm Desiderous	George & Barker	Astoria
J. O. Hanthorn & Co.	Astoria	J.O. Hanthorn & Co.	J. O. Hanthorn	Astoria
J. G. Megler & Co.	Brookfield	Tag, St. George	J. G. Megler	Brookfield, Wis
Fishermen's Pkg Co.	Astoria	Fishermen's Scandinavian Fishermen's	Fishermen's Pkg Co.	Astoria
Columbia River Pkg Co.	Astoria	Cocktail	Cutting Pkg Co	San Francisco

ANOTHER HORRIBLE WRECK**TWO PASSENGER TRAINS CRASH FULL SPEED INTO EACH OTHER.****TWENTY-SIX WERE KILLED**

A STUPID BLUNDER OF AN ENGINEER BRINGS ABOUT AN APPALLING CALAMITY AND A FEARFUL HOLOCAUST.

Battle Creek, Mich., Oct. 20.—A frightful wreck and holocaust occurred early this morning on the Grand Trunk road a mile and a half from this place, in which twenty-five to forty persons lost their lives, and scores were maimed.

An east-bound special train loaded with returning World's Fair passengers collided with a west bound passenger train.

The wreck took fire and many of the wounded were pinned beneath the broken timbers and twisted iron and burned to death.

The responsibility for the accident is said to rest with Conductor Scott and Engineer Wooley of the east bound train, who disobeyed orders by not stopping at Nichols to let the west bound train pass. Twenty-four dead bodies have already been taken from the ruins, and are terribly burned and unrecognizable. The killed as far as known are all eastern people. Three coaches of the east bound train were burned completely up. It is supposed that fully as many are still in the wreck as have been taken out. Fully forty are severely, if not fatally, injured. The east bound train, in which the loss of life was so frightful, was a Raymond and Whitcomb excursion returning from Chicago, loaded with passengers for New York and Boston.

(Later)—So far 26 bodies have been recovered from the wreck. The bodies are all so charred that it is impossible to recognize them. The following dead are identified:

C. Van Dusen and wife, Fort Plain, N. Y.

Miss Warren, Garland, N. Y.

Harry Archbell, and J. F. Archbell, of New York.

E. Wirtz.

The list of wounded as far as is obtainable, at present numbers twenty-eight. Most of the deaths occurred in one car, which was telescoped in such a way as to pen the passengers like rats in a trap. Twenty-five bodies were taken from this car alone as soon as the fire was out. Nearly all had their heads, arms, and legs burned off and were unrecognizable.

A terrible sight was that of Mrs. Charles Van Dusen, of Fort Plain, N. Y., who got half way out of the window, but her limbs were so fastened that those who ran to her assistance could not rescue her, and she was burned to death before their eyes.

(Later)—The error of one human being, of a man who crouches affrighted in his prison cell tonight, led to the greatest holocaust behind him.

The history of Michigan is in twenty-six human lives paid the penalty of a moment's negligence. Two trains, both laden with passengers, met in a direct head-on collision on the Grand Trunk railroad at 3:45 this morning in the suburbs of this city, and that the number of dead and injured is not four fold greater is due to the circumstance that the collision occurred in the suburbs of the city where the trains slackened speed. Twenty-six charred, disfigured, and unrecognizable bodies lie in the morgue tonight, and twenty-seven more may be added. Victims are groaning in agony in the Charité Hospital. How many of them wounded may be on the death list tomorrow none can tell, for the injuries in many cases are quite unfathomable to medical examination. All that surgical science can do is being done, and the officials of the railroad are doing all that is possible to alleviate the suffering of the victims of this dread disaster.

The two trains met face to face. Both were regular trains, although each was unfortunately behind time.

One was a Raymond and Whitcomb special train returning from the World's Fair, and the other the regular Pacific Express, west bound.

The engineer of the Raymond and Whitcomb train had positive orders to sidetrack for the express at the siding a mile east of this city. He ignored his orders, and six hundred feet beyond the siding he met the east bound train full on. Both trains were wrecked and half the Pacific Express was demolished and burned. The Raymond and Whitcomb train being composed almost entirely of heavy sleepers escaped serious injury, and none of the excursionists lost their lives. The engineers and firemen of both trains jumped in time, but twenty-six passengers of the Pacific Express met almost instant death. The day coaches in the front part of this train were telescoped and burned, and of twenty-six human remains at the morgue tonight conjectures can only be made as to the identity of six, twenty remaining entirely unidentified. The coroner has numbered each body now in the hope of positively identifying them. The influences of each body now in the morgue have been noted, and the articles found on each body that might lead to identification.

The Raymond and Whitcomb train was in charge of Conductor Scott, of this city. Engineer Henry Wooley was pulling it, and there appears to be no doubt that Wooley's neglect was the cause of the accident. The conductor and engineer received orders here to meet the Pacific express at Nichols. Engineer Wooley got his orders at Battle Creek, and went on beyond the stretch of double track, kept right ahead at a rattling pace. He met the Pacific Express half a mile or less below the meeting point made for him. The Pacific Express was coming at a rate of 30 miles an hour. From Nichols a curve begins, so that it is impossible for either engineer to see the other until the headlights appeared. They had scarcely time to reverse and apply the air brakes and save themselves as best they could, when, head on, the engines came together. The Raymond and Whitcomb train stood the shock without more than a shudder, excepting the baggage car, at the

head end, which had its front stove in. None of the passengers on this train were injured beyond a severe shaking up. On the other train all the horror was experienced.

The fall day coaches behind the baggage car of the Pacific Express were in pieces. The train was made up of thirteen coaches, and the first four of them were telescoped. The passengers were maimed, the coaches and the general mass of ruins, and, to add to their misery, the burning lamps exploded and in a moment the four cars were a sheet of flames. The Battle Creek fire department did heroic work. They received the alarm five minutes after the accident. The chemical was hauled by hand into position, and the rear of the sleeper "Subrina" was saved. The third coach of the express left the train and ploughed right through the second, scraping all the seats and passengers along with it and deposited them in a heap in the north end of the car where most of the bodies were found.

The bodies were loaded on a flat car and taken to Battle Creek station and to undertaking rooms where a morgue was extemporized, while everything was done to relieve the remains of their ghastly appearance. The scene at the morgue appalled the stoutest heart. The dead were ranged along a dark basement which was illuminated by a fresh kerosene jet. Not a shred of clothing was left on them, and the remains were mingled and disfigured that they resembled nothing but ancient mummies that might have been distorted before death. Some were headed, some armless, and all were shrivelled and disfigured beyond any resemblance to human beings.

The twenty-seventh victim, F. H. Smith, will be added to the death list before morning. The rest of the patients were all reported favorable and out of danger at midnight.

GOLDEN CALIFORNIA.

Her Wonderful Productiveness Gives Her a Good Advertisement.

San Francisco, Oct. 20.—Official reports of the Southern Pacific's freight department show that the movement of California products for Eastern points is increasing year by year. During the past year and a half the balance of trade has been in favor of California. This is a condition of affairs which has existed before.

The freight going east is double the amount coming into the state. An effort will be made this year to market California apples in the east. The estimated surplus of the crop here will be 500 carloads, and the Southern Pacific has applied for a rate of one cent a pound on apples to Chicago. Immense quantities of potatoes are being shipped east, most of them going to Texas.

BRIED THE JURY.

Actor M. B. Curtis is Likely to get into Trouble Again.

San Francisco, Oct. 20.—The Examiner says that ex-State Senator Wm. J. Dunn and Frank McManus, well known politicians, were arrested on a charge of jury bribing today. They are charged with undue influence by the jury which acquitted Senator M. B. Curtis, of the chamber of Polk Grant. A few days ago the Examiner printed a story to the effect that McManus and Dunn were trying to force Curtis to pay them \$8,000, which they claimed to have expended in securing his acquittal. This story and its subsequent development led to yesterday's arrest. Chief of Police Crowley said: "I do not intend to stop with the arrest of McManus and Dunn. Several other people much higher in the social scale will soon find themselves in an embarrassing predicament."

AN INDIAN MURDERER.

Shoots at Four People and Then Makes for the Woods.

Winnemucca, Nev., Oct. 20.—A drunken Indian shot and instantly killed an Indian squaw and wounded a colored woman, a Chinaman, and two other Indians over a game of cards here today, and then divesting himself of all his clothing and with a breech-loading gun in hand made for a large clump of willows about a mile above the town. Officers immediately gave pursuit with a posse of citizens, and surrounded the willows. In a short time they discovered the murderer hiding half submerged in the water. He was called upon to surrender, and offered no resistance. He was brought to town and lodged in jail.

GUILTY OF NEGLIGENCE.

Jackson, Mich., Oct. 20.—After being seven hours, the coroner's jury which was investigating the Michigan Central wreck at this place last Friday, returned a verdict finding the Michigan Central guilty of gross negligence in not complying with the city ordinance relating to the running of trains. Wm. Whalen, engineer; Conductor Webb; Baggage master Trussell, and Brakeman Yeagle were found guilty of neglect of duty in not operating the brakes in complying with the company's rules.

NEW YORK MARKETS HEALTHY.

New York, Oct. 20.—It was returning confidence in the power of the sound money senators backed by the administration to carry the day that gave tone and strength to the dealings on the stock exchange today, bringing the bears to cover, inducing purchasers for long account, and establishing a material appreciation in values. Under these influences a healthier tone was imparted to speculation than it has experienced for several weeks.

DOINGS IN THE HOUSE.

Washington, Oct. 20.—The house has passed the bill appropriating \$335,000 for urgent deficiencies of the government.

The attorney general has submitted to the house a communication saying that the government has not been a party to the receivership proceedings of the Union Pacific, and he had grave doubts as to their validity as far as the United States were concerned.

CIRCUS TRAINS COLLIDE.

Clarksburg, W. Va., Oct. 20.—A rear end collision occurred near here this morning on the Baltimore and Ohio road between two sections of Barnum and Bailey's circus trains. The second section came around a curve at the rate of 25 miles an hour and without a minute's warning crashed with terrific force into the rear end of the for-

LONG WINDED PEPPER AGAIN

He Treats the Senate to a Few More Yards of Idiocy.

SILVER MEN ARE AT OUTS

They Cannot Agree among Themselves on the Compromise Proposition and are Badly Disorganized.

Washington, Oct. 20.—In the senate today Voorhees gave notice of an amendment to the rules to the effect that when a bill or resolution is pending as unfinished business and shall have been debated on for thirty days and any senator may move to fix a time for taking a vote thereon. Such a motion shall not be amendable or debatable, and, if passed, the pending bill or resolution shall be voted on at the time fixed.

The president has sent the senate a message transmitting the report of the secretary of state in reply to Dolph's resolution of inquiry concerning the attitude of China in regard to the extension of time for registration of Chinese laborers. The report says "while the government of China has not for many years requested that the time for the registration provided for in the Geary law be extended, and while no formal assurance has been given that, if the time is extended, the Chinese laborers in the United States will take out certificates, as provided by the act, the Chinese minister has more than once given an assurance that the Chinese would afford the opportunity to register would afford the government great satisfaction."

It looked at 4 o'clock today as if the terms of the democratic committee on the repeal bill were settled. At 5 o'clock, however, it became apparent that an obstacle was in the way which would be the matter to a climax. There was a disagreement over the bond feature and also over the time at which the repeal of the Sherman act should take effect. It appears that the administration members of the democratic steering committee discovered when these points were reached that they could not accept them as presented. It is considered probable that the democrats will endeavor to have the time for the expiration of the Sherman law fixed at the 1st, 1894, instead of January 1st, 1895. It is asserted that if the treasury officials said that if the purchase of silver bullion should cease in July next year, it would be possible to preserve the party without action upon the bond question, and as some of the staunchest repeal democrats are opposed to the bond proposition, it is probable that they will be offered to silver the time of effect of the present law, and the elimination of the bond proposition altogether. The conference came to an end without reaching any agreement, but with the understanding that another effort will be made, probably tomorrow. Some of the silver democrats said that if the steering committee did not reach a conclusion by Monday, they would join with the republicans and pass Senator Quay's amendment which extends the Sherman law until January, 1896, or a year longer than the best offered to silver by the democratic bill. On the other hand Hill says that he has already received assurance of a large vote for his proposed clause resolution on the democratic side, as soon as it becomes apparent that the steering committee cannot agree.

Peffer, of Kansas, occupied most of the time in the senate today in a speech against repeal. At 5 o'clock he yielded the floor and the senate took a recess till 10 o'clock tomorrow.

TAKING THE BODY SOUTH.

Port Townsend, Oct. 20.—The remains of ex-Congressman John K. Luttrell, United States commissioner of fisheries for Alaska, who died at Sitka on October 4 of Bright's disease, arrived here this morning en route to San Francisco, where they will be interred. They are in charge of the wife and son. The deceased was sixty-two years of age, and was a member of the Forty-third, Forty-fourth and Forty-fifth congress.

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A SURE CURE FOR PILES.