

YESTERDAY'S FIRE AT ELLIS ISLAND

Government Loss of Nearly One Million Dollars.

BESIDES VALUABLE RECORDS

All Immigrants Rescued, but Their Baggage Destroyed—The Harbor Brilliantly Illuminated.

New York, June 15.—The fire this morning which destroyed the immigrant landing station that covered almost all of Ellis island, caused a property loss of about \$1,000,000 to the United States. All of the government records and the baggage of immigrants was burned. Two hundred and fifty immigrants were rescued from the structures and brought safely to this city. Not one of them received a burn. There were forty patients in the wooden hospital building in the rear of the main structures, who were carried out just before the hospital took fire. The cause of the fire is as yet a mystery. It started in the east end of the main structure, which was more than two feet long and five stories high. The first floor of this building was given up to baggage, while the eastern end of the second story was used for offices. The third story was used as a revolving gallery. The middle and southern portions of the first two stories were used for landing bureaus and detention rooms. It was in this part of the buildings that most of the immigrants were sleeping last night. When Chief Night Watchman Burke noticed the fire it was licking around one of the towers. He at once summoned the 30 men employed under him, who quickly unlocked the iron gates leading into the detention rooms and around the sleepers, who were resting on benches and on wire cuts, which the bureau provided. One of the night watchmen was sent across the bridge to the women's dormitory, contained in a two-story building near the rear of the landing depot. There he hurried down stairs to the yard and then conducted around the west end of the building, and so on to the ferry slip where the John G. Carlisle was lying with steam up.

Meanwhile the men in the main building had been rushed out and down the main double stairway at the west end to the boat. Surgeon White and Assistant Surgeon White and Gibson had been arrested by this time, and they began to remove the 40 patients in the hospital. It was seen at a glance that the big building was doomed, and it required quick work to carry out the helpless sick before the blistering heat prevented any approach to the hospital building. Doctors, nurses and attendants helped in the work. Mrs. A. Holz, one of the nurses, carried out four of the children herself. Once outside, the people carrying coats rushed at a quick pace across the grass plot to the pier, where they stopped till the patients were loaded at the boat. In this way the sick people were carried to the large cabin on the Carlisle's deck. Meanwhile some of the immigrants who had escaped from the main building had become anxious about their baggage and in spite of the fact that the vast building was fast being encompassed by the flames, rushed back to save it.

In all the known quarters they insisted that their all was contained in the boxes and bundles which they had brought over. Captain Burke and his men had to fight them back on the boat. They wept and wring their hands when they found it impossible to save their property.

The fire by this time had the entire main building in its embrace, and the flames illuminated the whole harbor, lighting up the entire lower end of New York almost as plainly as day. Jersey City and Brooklyn were thrown into bold relief by the flames, which licked and crackled around the cornices and shivered up the great corrugated iron roof of the immigrant building. Lighted by this glare, with the paint blistering on her sides, the Carlisle steamed into the upper bay. She had been preceded by a few minutes earlier by the steamers Emmer, Hazel Kirke and John E. Moore, with three of the immigrant barges. The battery was crowded by thousands of people, who were attracted thither by the taring sky, and the pier along the Jersey City and Brooklyn water front contained throngs of spectators speculating as to the possible loss of life. Every vessel in the harbor could be seen plainly from Staten island, and the burning was watched and could be plainly seen. The wind was from the westward and this prevented the flames from immediately lighting the small buildings in the rear of the main structure. Chief Engineer James Finney and Engineer Kelly, who were in charge of the dynamo and engine house on the island, started the pumps and kept two streams of water steadily pouring on the hospital building.

In the meantime two sections from pier A reached the island in the police launches and the fireboat New Yorker also steamed to the island and all the streams from the heavy pumps were turned on. The big station, hospital, laundry, restaurant and a number of out-buildings were in ashes. When the ferry

boat Carlisle reached the pier office building in this city ambulances from Governor and Hudson street hospitals met the boat and patients from the Ellis island hospital were divided between the institutions.

In an interview Commissioner Dr. Bender said that the loss to the government is about \$1,000,000.

BUTLER'S TRIAL COMMENCED.

The Murderer of Captain Walter Before the Australian Court.

Sydney, N. E. W., June 15.—The trial of Frank Butler, the Australian who is suspected of killing fourteen men and perhaps many more, began on the charge of murdering Captain Walter while prospecting with him last September near Sydney. Walter and Preston, a metallurgist, disappeared mysteriously and their bodies were discovered after a long search by digging near Bunden. Butler, in the meantime, had sailed for San Francisco under the name of Walter. On November he took passage on the four-masted ship Swanilda, Newcastle, his name appearing in the ship's papers as Lee Walter, one of the crew. Two days after Butler sailed the bodies of the missing men were found by a shipowner.

Through the mock search for gold, they had been literally forced to dig their own graves. In the pit they themselves had made, they were buried with only a few handfuls of earth over them. The shipowner's dog, on reaching the vicinity of the route grave, scented the bodies and brought the herald to the spot. The bodies were removed to Sydney, where they were searched and evidence was found pointing clearly to Butler as the murderer.

CHAINED BY REDSKINS.

Part of Miners Driven Out of the Wichita Mountains.

Wichita Kan., June 15.—A party of prospectors, headed by William Cooley, an old Montana miner, ventured into the Wichita mountains last week and began to prospect for gold, which is reported to be there in abundance. They were discovered by a band of Indians and forced to flee for their lives, leaving all their tools and equipments. The Redskins pursued them for many miles from Cuthbert Gap, where they were camped, in the direction of Navajo, which the prospectors, having the best horses, were enabled to reach in safety. The Indians are determined to keep the prospectors out.

NEW SUBMARINE DIVER FOR CUBA

Built in Cleveland Now on Its Way to New York Through the Canal.

WILL BE USED AS DYNAMITER

To Fasten Death and Destruction to Spanish Gunboats and Cruisers Patrolting Cuban Waters.

New York, June 15.—A dispatch to the Press from Lockport, N. Y., says: Last month a young Cuban came here and took measurement of the canal locks. He could not explain the nature of his visit. This morning he came through here on a strange craft, cigar-shaped, 50 feet long, and bound for New York, where, it is said, he will turn the boat over to the Cuban Junta. The boat was built by the Globe Shipbuilding Works, of Cleveland, and is in charge of Frank Lambson, engineer, and William Berlin, of the Cleveland Company. Three Cubans are on board. They are Antonio Muzario, Rogina Aguirre and Calisto Rozent. The vessel is a submarine destroyer. The outer shell is of steel and the boat itself is operated by steam. It has no smokestack, as its generating apparatus consumes the smoke. It can attain a speed of 20 miles an hour and has shown even a higher rate of speed in a recent official trial on Lake Erie. The first under the bottom are fed with bituminous coal and crude petroleum. When beneath the surface the steam is turned into a condenser of a reservoir, which will hold it until the surface is reached, when the vapor is allowed to escape.

Much of this steam returns to water to the meantime, and is properly secured. The boat is running through the canal at a uniform rate of 10 miles an hour. Mr. Berlin said that the boat was to be used for dynamiting purposes and to protect the landing of filibustering expeditions upon the island of Cuba. This submarine diver is calculated to battle all the torpedo boat catchers and destroyers, and thus fasten death and destruction to Spanish gunboats and cruisers patrolting the high seas and approaches to Cuba.

TRAIN HOUDERB "HOOST"

Preparing to Hold Up the Union Pacific Trains.

Salt Lake, June 15.—The Tribune has a story that a party of desperadoes from the notorious "Houders" House, 7 southern Utah, have gone in Wyoming and are located at Wamsutter, a small station east of Rock Springs. Their purpose, it is claimed, is to hold up the Union Pacific express train or else rob the paymaster of the Sweetwater mines, who is due at Rock Springs on Saturday next with a large sum of money.

The Union Pacific has put a large force of armed guards on all trains between Ogden and Cheyenne.

THE SQUAW'S MIST GO.

Perry, O. T., June 15.—The Cheyenne and Arapaho Indians were wrought up over the new law which goes into effect July 1, relating to polygamy. After that time each of the forty Cheyenne Indians who have wives, each one wife will have to choose one of the two, three or five wives that he has, and the cast off wives must go back to their own interests. The interest among the squaws who have become enlightened to their situation has become intense. Every squaw who wants to remain with her husband is doing her best to please him, so that she will be the lucky wife. There are forty of these polygamists and in all they have over 100 squaws.

THE NEW TOBACCO.

London, June 15.—The correspondent of the Times at Melbourne says: The first trial shipment of Victorian tobacco was made Saturday with a consignment to London. The leaf is considered fully equal to the American.

HONORARY DEGREES.

London, June 15.—Among the recipients of honorary degrees in the University of Oxford are: William Laurier, premier of Canada; Sir William Whiteway, premier of New Zealand; and E. O. Hoffman, of New York.

Don't thin your blood with arsenicals or poison it with blue-moss, but aid Nature by using DeWitt's Little Early Bitters, the famous little pills for constipation, biliousness and stomach and liver troubles. They are purely vegetable. Charles Rogers.

The sarcastic woman may be tremendously pleased with her own sallies, but she is not apt to be very popular.

A healthy appetite, with perfect digestion and assimilation, may be secured by the use of Ayer's Pills. They cleanse and strengthen the whole alimentary canal and remove all obstructions to the natural functions of either sex, without any unpleasant effects.

Many of the summer gowns are lined with two-toned laces, giving a charming sort of rainbow effect.

Don't neglect a cough because the weather is pleasant; before the next storm rolls around it may develop into a serious difficulty beyond repair. One Minute Cough Cure is easy to take and will do what its name implies. Charles Rogers.

Until one feels ill they never realize how perfectly dependent they are on others.

Use Webfoot Corn Cure. No cure no pay. For sale at Estes-Conn Drug Store.

Furs are enjoying a supplementary season.

The young man who plays the banjo is the summer hero.

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MANHOOD RESTORED By using Dr. Penz's Yellow Nerve Pills. This wonderful remedy restores to cure all nervous diseases, such as Weak Memory, Loss of Vision, Nervousness, Headache, Waterworks, Lost Manhood, Nightly Emission, either sex caused by over-exertion, youthful errors, excessive use of tobacco, opium or stimulants, which lead to Infertility, Consumption or general Circular Pains. Sold by all druggists. Ask for it; take no other. Manufactured by the Penz Medicine Co., Paris France. Lane Davis Drug Co., distributing agents. Third and Yamhill Sts., Portland, Or. J. W. CONN, Agent, Astoria.

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This great Vegetable Cure of a famous French physician, will quickly cure you of all nervous diseases, such as Weak Memory, Loss of Vision, Nervousness, Headache, Waterworks, Lost Manhood, Nightly Emission, either sex caused by over-exertion, youthful errors, excessive use of tobacco, opium or stimulants, which lead to Infertility, Consumption or general Circular Pains. Sold by all druggists. Ask for it; take no other. Manufactured by the Penz Medicine Co., Paris France. Lane Davis Drug Co., distributing agents. Third and Yamhill Sts., Portland, Or. J. W. CONN, Agent, Astoria.

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at Cathlamet at 5 a. m. daily except Monday for Westport, Clifton and Knappa, and all landings on Oregon side.

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3 DAYS to Minneapolis, Omaha, Kansas City and St. Paul. 3 1/2 DAYS to Milwaukee and Chicago. 4 1/2 DAYS to Washington, Philadelphia, New York, St. Boston, and other Eastern points.

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Leave for OSWEGO daily at 7:30 p. m. 12:15, 1:45, 5:25, 6:45, 8:00 p. m. (11:30 p. m. on Saturdays only, and 8:40 a. m. and 8:30 p. m. on Sundays only. Arrive at Portland daily at 7:00, 8:30 a. m., 1:30, 4:15, 6:35, 7:55 p. m. (at 10 a. m. on 7:15 and 5:10 p. m. on Sundays only. Leave for SHERIDAN daily except Sunday at 4:30 p. m. Arrive at Portland at 9:30 a. m. Leave for Airline Mondays, Wednesdays and Fridays at 9:40 a. m. Arrive at Portland Tuesdays, Thursdays and Saturdays at 3:05 p. m. *Except Sunday, **Except Saturday.

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For rates and general information call on or address G. W. LOUNSBERRY, Agent. W. H. HURLBURT, Gen. Pas. Agt., Portland, Or. E. McNEILL, President and Manager.

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