

\$4,000,000 TO EACH

Pittsburg Steel King Celebrates Golden Wedding.

HIS FOUR CHILDREN HIS GUESTS

Fulfills Promise to Distribute Wealth Among Youngsters "In Time To Do Them Some Good."

Pittsburg, Pa., Sept. 17.—At the golden wedding supper recently given by him and his wife, W. H. Singer, one of the Pittsburg steel magnates, distributed \$16,000,000 among his four children, each child getting \$4,000,000. Through the filing of certain papers in the Allegheny county courthouse yesterday this fact came out, and was later admitted by the Singer family, which is one of the best and oldest in Pittsburg. The millionaire invited his children to assist in celebrating his golden wedding anniversary on May 27. The children were the only guests, and each found by his or her plate a small "dinner favor," consisting of checks, bonds and deeds amounting to \$4,000,000.

The Singer children who received \$4,000,000 each are:

William Henry Singer, Jr., landscape painter, now in Norway.

George Singer, iron manufacturer, Pittsburg, now in the White mountains on his vacation.

Mrs. William Ross Proctor, wife of a Philadelphia architect.

Marguerite Singer, youngest daughter, now living with her parents.

Mr. Singer made his fortune in iron as a member of the famous iron firm of Singer, Nimick & Co. He also is connected with many banking institutions in Pittsburg, and is considered one of the very rich men of the country, his remaining fortune, after giving his children their share, being probably \$15,000,000.

Mrs. Singer, who has a fortune of her own, made through investments by her husband, received several pieces of valuable real estate as her golden wedding present.

A peculiar feature of the case was made known late yesterday. William Henry Singer, the son, who chose an artistic career rather than the iron business as his life's work, will scarcely be able to enjoy his millions in America, owing to the great fear his wife bears for the "Black Hand." She received a threatening letter at her home in Sewickley, and it frightened her into hysterics. Her husband was finally compelled to take her abroad. It is said they will remain permanently in Norway, as Mr. Singer expects, in spite of his wealth, to spend all his time in painting.

Mr. Singer is following the policy laid down by his life-long friend, Charles Lockhart, of the Standard Oil company, who some years before his death, invited all his children to a dinner party, at which, under each plate, was found \$1,000,000. Lockhart and Singer many years ago promised each other that they would begin to distribute their wealth among their children "in time to do the youngsters some good."

GETS ANOTHER ROAD.

Union Pacific Secures Control of Chicago & Northwestern.

Chicago, Sept. 16.—A report from Wall street of a traffic agreement between the Union Pacific and the Chicago & Northwestern, amounting to complete control of the latter road by the former, gained strength yesterday in financial circles on the refusal of Marvin Hughitt, president of the Northwestern, to discuss statements made in the Wall Street Summary under the head of "Harriman Properties."

The report is that the Harriman interests have absorbed the Chicago & Northwestern by the simple device of a guarantee on the stocks of the latter company. It is pointed out in the article, which appears to be inspired, that the strategic position of the Chicago & Northwestern is such that it will not come within the meaning of the law that prohibits merging or single control of parallel competing railways.

Lightning Slays Birds.

San Francisco, Sept. 17.—The Pacific Mail liner City of Para, which arrived yesterday from Panama and way ports two days ahead of time, was struck by lightning during a heavy electrical storm encountered August 30, when steaming from Acapulco to San Jose de Guatemala. The vessel was struck several times. The only damage sustained by the liner was the loss of the foretopmast, which was shattered into splinters. In the morning after the storm had passed, thousands of dead birds were gathered up on the bridge, awnings and decks.

Indian Murders Recklessly.

Denver, Colo., Sept. 17.—Frank Howe, a 15-year-old Indian boy, got possession of a revolver today, and, riding through the streets of Pagosa Junction at breakneck speed, shot and killed Amee Baker, the 4-year-old daughter of James Baker, a member of the Ute tribe. The lad continued on his wild dash to the hills and disappeared.

AEROPLANE IS WRECKED.

Orville Wright Injured and His Passenger Killed.

Washington, Sept. 18.—After having drawn the attention of the world to his aeroplane flights at Fort Meyer and having established new world's records for heavier-than-air flying machines, Orville Wright yesterday met with a tragical mishap while making a two-man flight. The aeroplane was accompanied by Lieutenant Thos. E. Selfridge, of the Signal Corps of the army. Lieutenant Selfridge was fatally injured and died at 8:10 o'clock last night. Mr. Wright was seriously injured, but is expected to recover.

While the machine was encircling the drill grounds, a propeller blade snapped off, and, hitting some other part of the intricate mechanism, caused it to overturn in the air and fall to the ground, enveloping the two occupants in the debris. Soldiers and spectators ran across the field to where the aeroplane had fallen and assisted in lifting Mr. Wright and Lieutenant Selfridge from under the tangled mass of machinery, rods, wires and shreds of muslin. Mr. Wright was conscious and said:

"Oh, hurry and lift the motor."

Lieutenant Selfridge was unconscious. His head was covered with blood and he was choking when the soldiers extricated him from under the machine.

Dr. Watters, a New York physician, was one of the first to reach the spot and rendered first aid to the injured men. When their wounds had been bandaged, Mr. Wright and Lieutenant Selfridge were taken to the Fort Myer hospital at the other end of the field. Mr. Wright lapsed into a state of semi-consciousness by the time he reached the hospital, but Lieutenant Selfridge did not regain consciousness at all. He was suffering from a fracture at the base of the skull, and was in a critical condition.

After a hurried surgical examination it was announced that Mr. Wright was not dangerously injured. He is suffering from a fracture of his left thigh and several ribs on the right side are fractured. Both men received deep cuts about the head. Mr. Wright regained consciousness at the hospital and dictated a cablegram to his brother at Le Mans, France, and requested that the same message be sent to his sister and father at Dayton, O., assuring them that he was all right.

Charles White, of White & Middleton, Baltimore, a mechanical expert, gave this description of the accident to Messrs. Wright and Selfridge: "The aeroplane was performing beautifully for six or seven minutes, when suddenly one of the propellers broke near the end. This caused the machine to become so thoroughly out of balance through centrifugal force as to make it unmanageable, and it made a dart to the ground while still under operation of the right propeller, causing it to strike the ground with a great deal more force than it would have done by gravity.

"I do not feel that this is any serious defect in the machinery, but merely want of better construction in the propellers. Therefore, I do not feel that the machine should be condemned beyond this point. I should imagine that, when the machine made the dart to the ground, it fell at the rate of 20 miles an hour. Wright and Selfridge were not thrown out. The accident was due entirely to the defective propeller."

French Editors Worried.

Paris, Sept. 18.—The French press is displaying much irritation over violent criticism of the Franco-Spanish note regarding Morocco that are appearing in the newspapers of Germany; but the government is content with the assurances received yesterday from Herr Stermich, acting foreign secretary for Germany, that the note would be studied in an amicable spirit. If this is done, the foreign office cannot understand how Germany will be able to dissociate herself from the other chancelleries of Europe.

Cholera is Subdued.

Manila, Sept. 18.—The cholera continues to recede. During the 24 hours ending at 8 o'clock this morning there were 25 cases and 12 deaths. Only four cases were reported this forenoon.

One hundred additional inspectors were enlisted today in a united effort to stamp out the disease before the Atlantic fleet arrives, and there is every reason to believe that it will be successful.

Worse in St. Petersburg.

St. Petersburg, Sept. 18.—Three hundred and fifty cases and 155 deaths from Asiatic cholera have been reported for the 24 hours ending at noon yesterday.

The municipal administrations are under fire from all sides for their criminal inefficiency and for their failure to make adequate preparation for hospital, ambulance and sanitary services.

Punish Congo Outlaws.

Paris, Sept. 18.—Dispatches to the government from the governor-general of the French Congo say that a force of 1600 French troops, under Captain Jultix, have routed the Oudai tribe, whose territory is in the center of the trade in slaves and contraband arms. The tribesmen's losses numbered 1000.

OREGON STATE ITEMS OF INTEREST

STEAM PILOT SCHOONER.

Board of Pilot Examiners Wants State to Purchase Schooner.

Salem.—In its annual report to the governor the state board of pilot examiners recommends the purchase and maintenance by the state of a pilot schooner. It is the only method by which the state can hope to exercise any control over the pilots, and set down any rules governing pilotage at the mouth of the Columbia River, according to the commission. It is set forth that the life of a pilot is hazardous, it involves risks and hardships that are not generally known to the public, and the board feels that the Columbia river pilots have been at times unjustly criticized. Assumption of responsibilities are greater also on the Columbia bar, according to the board, than is generally realized. It is believed the service is as efficient as possible under present regulations.

It is recommended that the legislature amend the present pilot laws, giving the commission authority to examine and license pilots, to revoke licenses for cause, to make rules and regulations for maintenance of efficient pilot service and require all licensed pilots to report to and furnish such information to the board as shall be required, so that the commission may be fully informed of all matters relative to the service.

New Bridge Will Help.

Ontario.—The Ontario bridge commission has advertised for bids for the construction of a combination steel and wooden bridge across Snake river about one mile east of Ontario. The bridge is to be 800 feet long, 20 feet wide, with three spans each 150 feet in length. It will cost about \$20,000. The Malheur county court subscribed \$10,000 for its construction and the balance will be raised by the city of Ontario. The bids for furnishing the material and construction will be opened October 5. This bridge will be a great benefit to this section, as it will more closely unite the two states of Oregon and Idaho, opening up a direct road through central Oregon to Boise, Idaho.

Have Bumper Apple Crop.

La Grande.—On the eve of the apple harvest in this valley, indications are that the largest crop in the history of the fruit industry in the Grand Ronde valley will be gathered. The foreign shipments will total 300 cars according to fruitmen, and aside from this will be 50 cars for the home consumption. Local shippers are preparing to dispose of the fruit as rapidly as it ripens and is picked. Markets are unsteady at present, but it has been stated by buyers that with the beginning of the new year the markets will open strong. While apples are being picked at this time, it is principally the summer varieties.

Eliot is Rhodes Man.

Portland.—Samuel C. Eliot, who was elected by the board of regents of the University of Oregon instructor of psychology and public speaking, is the second son of Dr. and Mrs. T. I. Eliot, of this city. He is a graduate of Portland academy, and later of Washington university, in St. Louis, the alma mater of his brothers, and the college in which Dr. Eliot is on the board of regents. He was sent from there to Oxford as a Cecil Rhodes scholar, and completed his course and received his A. B. degree in June.

Rush Work on Springfield Line.

Eugene.—J. O. Storey, president of the Portland, Eugene & Eastern railway, is in Eugene. He announced that work on the big bridge for the line, which is to extend across the Willamette river at Springfield will begin right away, and as much of the structure completed this fall as possible. In the spring, when all danger of high water is over, the bridge will be completed and the line will be extended from Springfield on up the McKenzie valley.

Resume Railroad Work.

Tillamook.—Work on the Pacific Railway & Navigation company's railroad is being resumed as fast as men arrive. The first work to be taken in hand was grading south of Bay City, and since then the pile-driving and bridge crews have been getting in shape to resume work. It is expected that the steam shovel will be put to work this week, and in that event most of the work will be well started all along the line by the end of the week.

\$4,000 Worth of Hay Burns.

Drewsey.—Sim Hamilton a hay raiser of Drewsey valley, about two miles from here, lost four stacks of hay by fire. The total value of the stacks is placed at \$4000. The wind drove the sparks from a fire which had been started in some foxtail into the stacks before Mr. Hamilton was aware of it.

Rain Help to Apple Crop.

Medford.—A heavy rain fell throughout the county last week. Coming at this time, its effect on the apple crop will be good, as well as laying the dust, which had become very deep, as no rain had fallen since July.

EARLY APPLES MOVE.

Hood River Union Disposes of 14 Cars For England.

Hood River.—The first sale of Hood River apples controlled by the Hood River Apple Growers' union to take place this year was consummated a few days ago when Crossley & Sons, a large apple-buying firm of New York and Boston, secured the early fall varieties. The consignment consists of 14 cars, and will be sent to England. The fruit will be shipped so as to make close connection with trans-Atlantic steamers, and is expected to arrive at Liverpool in three weeks from the time it is shipped from Hood River. The early apples are of fine quality this year, and were picked earlier than has heretofore been the rule. It is said that they mature and ship better by being handled in this way and command a better price. The varieties sold are Kings, Wealthies and Gravensteins, and they will arrive on the English markets when apples are scarce, as the old crop has become exhausted, and the early Canadian apples which supply the English trade until the late winter varieties arrive do not reach there until some time later. The fruit will be packed and graded with extra care for the long distance shipment, and is expected to arrive in fine condition.

As yet no winter varieties have been sold here, although buyers are commencing to feel out the situation and are trying to get a line on what growers expect for their fruit. They are watching for any sales that may be made at Hood River and a good deal of correspondence is being received asking for information that will keep them in touch with the situation. While no price will be given out by the union on the fruit just sold, the sale is stated to have been very satisfactory.

New Faculty for College of Music.

Albany.—The Albany Conservatory of Music will open this week with the largest faculty and best equipment in its history. The new faculty as completed this week is announced as follows: H. M. Crooks, president; Emile C. Hansen, director, teacher of piano and organ; Lena Viola Tawney, preparatory and kindergarten; Carroll H. Palmer, voice; Margaret Fallarins, of Portland, violin; May Louise Blackwell, elocution and physical culture.

O. R. & N. Answers Complaints.

Salem.—The O. R. & N. has filed answers to the two complaints brought by the railroad commission alleging unfair and excessive rates on grain from eastern Oregon points to Portland. The railroad company denies all the allegations of the complaint, but acknowledges that the tariffs exist as they were stated in the complaint. The company denies that the rates are excessive.

O'Brien Going to Interior.

Albany.—J. P. O'Brien and his party of railroad men now inspecting Southern Pacific lines in Oregon are planning a trip across the Cascade mountains on the old survey of the Corvallis & Eastern, according to advices received in this city. They will proceed by train to Detroit, eastern terminus of the Corvallis & Eastern, where pack animals will be in waiting to convey the party over the survey.

PORTLAND MARKETS.

Wheat—Club 88c per bushel; forty fold, 90c; turkey red 91c; life, 88c; bluestem, 92c; valley, 88c.
Barley—Feed, 82c per ton; rolled, 82.50@83; brewing, 82.50.
Oats—No. 1 white, 28.50@29 per ton; gray, 27.50@28.
Hay—Timothy, Willamette Valley, \$14 per ton; Willamette valley, ordinary, \$11; Eastern Oregon, \$14.50; mixed, \$13; clover, 9; alfalfa, \$11; alfalfa meal, \$20.
Fruit—Apples, new 50c@1.25 per box; peaches, 25c@60c per box; pears, 20c@60c per box; plums, 50c@60c per box; grapes, 75c@1.50 per crate; figs, \$1 per box.
Potatoes—80c@1 per hundred; sweet potatoes, 2c per pound.
Melons—Cantaloupes, 75c@1 per crate; watermelons, 1@1c per pound; cabbages, \$2 per dozen.
Vegetables—Turnips, \$1.50 per sack; carrots, \$1.75; parsnips, \$1.75; beets, \$1.50; artichokes, 65c per doz.; beans, 5c per pound; cabbage, 2c per pound; cauliflower, \$1.25 dozen; celery, 75c@1 per dozen; corn, 12c per dozen; cucumbers, 30c@40c per box; egg plant, \$1.25 per crate; lettuce, head, 15c per dozen; parsley, 15c per dozen; peas, 6c per pound; peppers, 8c@10c per pound; pumpkins, 1@1c per pound; radishes, 12c per dozen; spinach, 2c per pound; sprouts, 10c per pound; squash, 40c per dozen; tomatoes, 25c@30c.
Butter—Extras, 31c per lb.; fancy, 37c; choice, 25c; store, 15c.
Eggs—Oregon extras, 28c@29c; firsts, 25c@26c; seconds, 22c@23c; thirds, 15c@20c; Eastern, 25c@27c per dozen.
Poultry—Mixed chickens, 11@11c per lb.; fancy hens, 12@12c; roosters, 10c; spring, 14c; ducks, old, 12@12c; spring, 14@15c; geese, old, 8c; young, 10c; turkeys, old, 17@18c; young, 20c.
Veal—Extra, 8@8c per pound; ordinary, 7@7c; heavy, 5c.
Pork—Fancy, 8c per lb.; ordinary, 6c; large, 5c.

DRAINS OUT CRATER.

Wonder Performed by Earthquake in Hawaiian Islands.

Honolulu, Sept. 5, via San Francisco, Sept. 16.—A slight earthquake was felt on the island of Hawaii Friday night, September 4, and at midnight the molten lava in the pit of the volcano of Kilauea suddenly ceased rising and immediately began to run out below, the surface looking like the water in a bathtub from which the plug had been pulled.

The molten lava ran rapidly away, lowering the level instantly and continuously until by Saturday morning, or in something like seven or eight hours, the 900 feet depth of lava in the pit had all run out, and, except for the cooling sides of the pit, there was no fire seen or heat felt. As the lava lowered in the pit the walls scaled off in great masses, dropping into the molten lava below them. The few who were fortunate enough to see this wonderful phenomena describe it as most awe-inspiring.

The lava in the pit, then about 900 or 1000 feet deep, began to rise nearly three years ago, and had been rising gradually since, until it was within about 100 feet of the top of the pit. It is supposed that the earthquake opened some fissure below by which the lava flowed out, perhaps under the sea.

On Saturday night another slight earthquake was felt, and at midnight Saturday it was observed that activity in the pit had begun again, molten lava being thrown up in fountains more than 100 feet high, and at latest accounts the lava had again risen 400 feet in the pit.

DIE IN FOREST FIRES.

Flames Overcome White Man and Six Indians in Minnesota.

Duluth, Minn., Sept. 16.—Grand Marais is girdled by roaring mountains of fire and smoke, and it is believed that a man named Monker and six Indians, cut off from town by fire in their efforts to save homesteaders at Nestor, have perished in the flames. This is the news brought in at noon today by Adjutant-General Wood and officers of the Minnesota naval militia, who arrived on the Gopher from the north shore. They say the danger is not yet over by any means.

Lutzes, a small settlement near Grand Marais, is in the greatest danger, say the naval militia. It is surrounded by fire, and everything there seems doomed to destruction, although it is not thought that any loss of life will occur.

At Colville, six miles from Grand Marais, everything went, says General Wood.

"The situation looks very bad at Chicago Bay," said Commander Eaton, "and some people wanted us to declare martial law there, but we did not deem it necessary. However, we left ten men from the ship there. Forty men from the boat were left to fight the fire at Lutzes, and 20 more were left at Grand Marais."

The officers of the Gopher declare that the gravity of the situation on the north shore has not been exaggerated in the least.

SUBMITS TO TERMS.

Mulai Hafid Agrees to Be Bound by Algeiras Act.

Paris, Sept. 15.—The Franco-Spanish note on the subject of the recognition of Mulai Hafid as sultan of Morocco was yesterday transmitted to the powers signatory to the Algeiras convention.

Mulai Hafid's letter to the diplomatic corps at Tangier reached Paris yesterday. He announces his proclamation as sultan, which, he says, obliges him to execute the engagements of the Algeiras act.

Mulai Hafid agrees to recognize the treaties concluded by his predecessors, notably that of the Algeiras act, which he considers the basis of the prosperity and progress of the empire from both the political and economic standpoints, since it guarantees independence for the country and provides useful reforms. Mulai Hafid concludes with expressions of hope that the powers on an equal footing will aid him in the elaboration and execution of the proposed reforms.

Fire in Tunnel Kills Two.

Detroit, Sept. 16.—It is believed today that more bodies may be recovered from the new tunnel under the river here, in which a fire last night is known to have cost two lives. More than 200 workmen were in the tunnel when the fire broke out, and several were overcome. Had the accident not occurred just at midnight, while about one-third of the force was at lunch, the list of fatalities would probably have been much greater. The fire, which is still burning, destroyed all of the work on the Canadian side of the tunnel.

Merchants to Visit Japan.

San Francisco, Sept. 16.—The delegation of Pacific coast merchants who will visit Japan this fall will sail September 25, on the Tongo Maru, for Yokohama. They will represent Seattle, Portland, San Francisco, Eureka, Fresno, Los Angeles, San Diego and other cities. They will stay in Japan until early in November.

STEAMER IS FOUND

Missing Ship Aeon Wrecked on Island in Pacific.

ALL ON BOARD REACH SHORE

Captain Takes Engine From Ship's Cargo, Fits Up Ship's Boat and Goes for Help.

Victoria, B. C., Sept. 19.—Cabled advices from Fanning island state that the steamer Aeon, which left San Francisco July 6 for Auckland, via Apia, and was considerably overdue, was carried on Christmas island by the strong currents setting on shore, and became a total wreck. The ship's company, 30 in all, took to the boats and landed at a small settlement facing the lagoon, all safe.

There are four women and two children, mostly wives of officers of the United States battleship squadron, who took passage to join their husbands in Australia, including Mrs. Rick, wife of Chapman Patrick, and family. All are camping on Christmas island awaiting rescue.

The Aeon is fast on the coral island, partially full of water and wrecked beyond all hope of salvage, but the 500 bags of mail aboard were likely to be recovered. The cargo included salmon and 2,000,000 feet of redwood and some gasoline engines. One of these was fitted in a ship's boat to take Captain Downie, the second officer and two engineers to Fanning island, lying 14 miles northwest, to cable news of the disaster.

Some of the salmon and general merchandise was recovered and taken ashore with the ship's boats, and a stock of water secured, the supply on Christmas island being poor. Captain Downie had a difficult time reaching Fanning island. The engine fitted in the ship's boat refused to work, and the boat was rowed back to Christmas island, where it was refitted.

After a long trip he reached Fanning island this morning. The crew was treated kindly by the staff of the Fanning island cable station. The steamer Manuka, of the Canadian-Australian line, fortunately is making a call at Fanning island to land supplies on her present voyage, and is due Tuesday next. It is expected she will make a call at Christmas island and take off the survivors of the Aeon, who will be landed in Sydney by the Manuka.

Meanwhile the survivors have plenty of food and water, and there is shelter for the women in the houses of a working camp of some pearl fishermen employed by a British company.

From the day the Aeon left San Francisco nothing had been heard of her until the dispatch telling of the safety of the passengers on Christmas island. This island is located near the equator, about 1000 miles south of Honolulu, and 3500 miles southwest of San Francisco. It is nearly 1000 miles northeast of Apia, and it is supposed that the vessel was disabled in her machinery and drifted or in some other manner managed to make the island in safety. Fanning island is just south of Christmas island, and both are British possessions.

Christmas island has only a few inhabitants, is off the track of even wind-samplers, and is one of the world's most isolated spots.

Wrights Will Not Give Up.

Dayton, O., Sept. 18.—When asked if the accident yesterday would deter either Orville or his brother, now in France, from further flights, Lorin Wright replied:

"Decidedly no. My brothers will pursue these tests until the machines are as nearly perfect as it is possible to make them, if they are not killed in the meantime, and we have never felt much apprehension, knowing that both boys are cautious in the extreme."

The aged father of the injured man is at Greens Fork, Ind., and will not be advised of the accident until morning. Lorin Wright and his sister, Catherine, await with much anxiety the outcome of their brother's injuries.

Two New Electric Lines.

Spokane, Wash., Sept. 19.—Two big electric lines are planned to connect this city with the Columbia River near the mouth of the Spokane. It has been announced that Jay P. Graves and his associates purpose to run a line to Davenport, then north to the Spokane and Columbia Rivers. Now the Big Bend Transit company states that work is about to begin on its line, which will extend from Spokane to the big river. The Big Bend Company has decided to increase its capital stock from \$100,000 to \$3,000,000.

Upholds Ancient Law.

Lansing, Mich., Sept. 19.—In an opinion filed yesterday the Michigan supreme court sustained the constitutionality of the maximum freight rate law of 1872, which has been ignored by the railroads as obsolete and denounced by them as unjust, unreasonable and confiscatory.