

RAN ASHORE IN A FOG

Steamer St. Paul on the Rocks at Point Pinos, Cal.

PASSENGERS SAFELY LANDED

There Were About Fifty on Board—The Vessel Will Probably Be a Total Wreck—Help Being Rendered.

Monterey, Cal., Aug. 11.—The Pacific Coast Steamship Company's steamer St. Paul, bound for San Francisco, ran ashore at 10:30 o'clock last night, near Moss beach, and is now wedged on the rocks on which she struck. The forty passengers on board were safely landed at 4 o'clock this morning, and most of them took the afternoon train for San Francisco. The first news of the accident was brought to the company's offices in this city by seven passengers, who walked from the beach and arrived here at 4 o'clock this morning.

The boat is lying on her port side and does not move an inch. It is feared she cannot be pulled off. The crew will probably stay on board tonight, as the bay is smooth.

In her position, and in the manner of running ashore, the St. Paul's case is much like that of the wrecked Colombia. The officers have been instructed to say nothing regarding the wreck. On board are nearly 200 head of cattle and 600 sacks of wool and grain.

There are many rumors current as to the cause of the disaster. One story is that the captain struck a rock, and, fearing the boat would sink, ran her ashore for safety. Others say the captain missed his bearings, mistaking Point Cypress for Point Pinos, and ran ashore, thinking he was going into Monterey.

The latest reports from the boat were to the effect that the water is getting higher, and at least six feet of water is in the hold.

RECORDS OF THE PAST.

Forgotten Documents Found by the Venezuela Commission.

Washington, Aug. 11.—During the past month the work of the Venezuela boundary commission has entered upon a new stage. Heretofore, the efforts of the commissioners have been directed mainly to securing the evidence upon which the final reports is to be based. The work from now on will largely consist of classifying the information already obtained. The British government, it is presumed, has put into its two voluminous bluebooks all the information upon which it relies in support of its claims. The Venezuela government has done the same in its three volumes of transcripts from the Spanish archives. Independently of this, the commission has been searching on its own account. The congressional library in Washington and many public and private libraries in various parts of the country have been ransacked for historical and cartographical information. The archives at the Hague have been gone through with a thoroughness that not even the zeal of Great Britain or Venezuela has heretofore attempted, and as a result important documents, which the world thought lost or destroyed have been unearthed. This work, although not yet terminated, is nearing completion.

For some months past, Sir Clement R. Markham, president of the Royal Geographical Society, has been in correspondence with the secretary of the commission, and has furnished valuable information on the subject of the Schomburgk line, accompanying it by copies of maps on file in the colonial office, some of which have never been published. While information is looked for from Rome, from The Hague and possibly from other places, the bulk of the evidence is now to determine what that evidence establishes.

In order to solve this problem, a number of preliminary reports are being prepared. Among those may be mentioned special reports upon the geographical and physical characteristics of the region in dispute; reports upon the evidence presented by the 300 or more maps which have been published, reports upon the facts of occupancy and settlement as given by historians, and separate reports upon the same facts as developed by the documents from Dutch and Spanish archives; critiques upon the arguments of the British and Venezuelan governments as they appear in the British bluebook and in the Venezuela brief. These reports are being prepared for the most part by the commissioners at their respective summer homes.

President Brewer spent several days this week at the office of the commission in Washington. He was joined on Thursday by Mr. Hallett Provost, the secretary, and the two spent the day in consultation. President Brewer has gone on to his home in Vermont, and the secretary will remain in Washington some days.

Fears a Conflict.

Madrid, Aug. 11.—Senor Sagasta, the well-known liberal leader, in an interview on the Spanish outlook, said that he feared, like Senor Canovas, the premier, a conflict with the United States.

Winnipeg, Aug. 11.—There is serious trouble at Prince Albert, Northwest territory, caused by land jumpers. Fifty armed settlers proceeded to the house of Louis Como, a land jumper, and tore it down, throwing both house and furniture into the lake. Inspector Syden took a small detachment of mounted police from Edmonton to quell the disturbance, but last evening he wired to Saskatchewan that the full detachment of police stationed there be dispatched to the scene.

IMPORTANT DECISION.

Land-Grant Railroads Must Carry Troops at Half Fare.

Los Angeles, Aug. 13.—Judge Welborn this morning handed down a decision that in its far-reaching importance equals any decision ever decided by a California federal court. The amount involved was as large as that of the income tax, and the principles laid down by the court are as important in New York and Massachusetts as in California or Texas. For many years there has been a dispute between the government-aided or land grant roads and the government as to the rate of compensation that the former should receive for transportation of troops, mail and other effects from point to point. The roads claim they had, under charge creating them, a right to charge the government the same rates for services rendered as they charge individual shippers or travelers, while congress has frequently provided that the compensation should not exceed half of the regular rate, the exact figures to be fixed by the secretary of war.

Under these acts of congress, only half rates have been paid by the government, and the roads, desiring to have them settled, brought a test case under the court of claims act, the Atlantic & Pacific railroad being plaintiff, to recover full fare for transportation on the 80th and 81st days of October, 1892, of a trooper, one Phillip Barrett, from Albuquerque, N. M., to Prescott Junction, Ariz., a distance of 428 miles. The regular fare for the trip is \$35.70. The government offered \$13.23. The railroad refused to accept the amount, and brought suit for the full amount. The railroad—the Atlantic & Pacific—was represented by Judge Stacey, its chief attorney, assisted by Mr. Herrin, of the Southern Pacific. The United States was represented by Joseph H. Call, special United States attorney.

The importance of the case was such that it was very thoroughly and exhaustively argued at the January term, full testimony taken and exhaustive briefs submitted. The decision of Judge Welborn is very voluminous, and enters fully into the discussion of the subject. It is a complete victory for the government. The judge holds, in substance, that congress has the right to fix the compensation for this class of work, provided that the rates do not amount to confiscation of the railroad property. The full importance of this decision is easier understood when it is stated that the Atlantic & Pacific alone would receive \$750,000 a year more for transportation of troops, and that, when charges for carrying mails are added, the difference on this one road in favor of the government reaches \$1,500,000 annually. As the land grant roads include one-half the mileage of the railroads of the country, the amount involves \$40,000,000 to \$50,000,000 a year. Besides the Santa Fe and Southern Pacific systems, there are the Northern Pacific, Kansas & Texas roads, the Rock Island, and roads in Missouri, Wisconsin, Iowa and Nebraska.

The decision is not applicable to land-grant roads alone, but applies to all railroads in the country, and is not confined to government business, but involves the right of congress to fix the compensation for all charges by the railroads for interstate commerce. It will therefore be seen that it is one of the most important cases ever decided by a court, and is a great victory for the government.

After an elaborate discussion of the case, the court says: "My conclusion, as already indicated, is that the right of plaintiff under its charter, and without reference to section 20, to fix and determine its freight and fares, is not absolute and unrestricted, but subject to congressional limitation within the bounds of reasonableness, and that, since the maximum fixed by the secretary of war, according to authorities cited, is presumptively reasonable, and therefore sufficient proof of unreasonableness, said maximum is a lawful restriction, and plaintiff's charge in excess thereof an unlawful charge."

In conclusion the court holds: "That defendant's liability to plaintiff on account of the transportation service sued for is \$13.40, while by reason of defendant's tender of payment plaintiff is liable for the costs of the suit. Judgment will be accordingly entered. It is understood the case will not be appealed, and that Judge Stacey himself has so declared."

No Writ Will Issue.

Salem, Aug. 13.—The governor has declined to issue a writ for a special election in Coos county for the selection of a member of the lower house of the legislature. At the general election in June the vote was a tie between Bennett, Democrat, and Backman, Populist. When the governor was first asked to issue a writ for a special election, he was not thoroughly satisfied as to his duty in the matter, and it was laid before the attorney-general. An opinion was rendered by the attorney-general, but, in declining to issue the writ, the governor's action is not in accord therewith.

A Demurrer Filed.

San Francisco, Aug. 13.—Seven supervisors, charged with corrupt practices while in office, and indicted by the grand jury, filed a demurrer today on purely technical points.

For Hop-Picking.

Woodburn, Or., Aug. 13.—The Hop-growers' Association held a meeting today in Barrow's hall. Among other business transacted, the association decided to pay only 25 cents per box for picking, and \$1.25 per day for measurers and others working by the day. It is thought plenty of pickers can be secured at this price. There will not be more than half a crop. A great many yards have not been cultivated, and will not be picked at the present price.

BRIEF PACIFIC COAST NEWS

A Resume of Events in the Northwest.

EVIDENCE OF STEADY GROWTH

News Gathered in All the Towns of Our Neighboring States—Improvement Noted in All Industries—Oregon.

Eight carloads of wool from Heppner were received in one day at a Dallas warehouse. The graders are at work on Tansy point on the line between Flavel and Warrenton, leveling off the space on which will soon be built the car sheds of the Astoria road.

An effort is being made to place Pendleton and La Grande on the regular bicycle track race circuit. A movement to that end is now under way, and already purses are talked of for a meet at La Grande.

One day last week a freight train ran into a band of cattle that were hemmed in between a bluff and fence, near Blalook. All of the cattle were either killed by the accident or so badly maimed that they had to be killed.

John Ritchie, who lives near Pendleton, is the father of a two-months' old boy that was born with ten fingers and ten toes, besides the thumbs and great toes, all of which are perfectly formed. The family physician thinks these extra provisions may be of great value when the boy is grown up.

The farmers of the Grand Ronde valley are engaged in putting up hay, but the crop is so heavy that in some sections much of it will be left standing. Huge stacks dot the valley throughout its length and breadth. It will be but a few days before the farmers will turn their attention to the grain harvest.

The National bank of Heppner of which E. R. Bishop is cashier, has gone into liquidation. This step was taken for the reason that the bank can do no more business profitably for the present. It has no more money to loan upon the security offered, and will proceed to collect outstanding money as fast as possible.

A whale was driven ashore at Bandon the first of last week. Captain Hans Reed secured it, and prepared to utilize the catch. It came on the beach just above the lookout. It is over thirty feet long, and ten and one-half feet across the flukes. It is of the kind called Greenland, or right whale. It will bring the captain about \$300.

It is reported that the hay crop in Clatsop county will this season be a very short one. In the month of June there was no rain whatever, an unprecedented fact in the history of that county in a number of years. The grass was burned before it ripened, and it is probable that not enough hay has been produced for home consumption.

The first car of fruit which left The Dalles last week billed for Chicago, consisted entirely of peach plums. There were 800 boxes. This, it is said, is the finest carload of peach plums that ever went out of The Dalles. This is because of the packing. There was not an overripe plum in the lot, and nearly all were picked at just the right time, a trifle green.

Washington.

Two new warehouses are to be built in Garfield.

It is estimated that the state's hop yield this year will be about 12,000 bales.

Superintendent Stevens has apportioned \$3,234.57 to the school districts of Pacific county.

The assessed valuation of personal property in Chehalis county is \$93,000 less this year than last.

The flagship Philadelphia arrived in Port Angeles last week from Portland. The Monterey and Bennington came a few days later.

The prospect of ever catching the burglars who stole the ballot-boxes from a vault in the Tacoma city hall is said to be growing less every day.

The Indian war veterans held an adjourned meeting at Willapa, recently. The name adopted is "The Indian War Veterans of the Northwest Coast."

There are thirty acres of growing flax in Whatcom county and ten in Skagit county. It will be worked up as soon as the scutch machinery at New Whatcom is made ready to receive it.

The treasurer of Lewis county has received a remittance of over \$9,000 for the county school fund from the state treasurer. Chehalis district comes in for \$1,100 and Centralia for \$1,400.

The war of prices that has been carried on for a year by the bakers in Spokane ended last week. The bakers came to an understanding and a slight advance has been made in the price of bread.

Most of the logging camps in the Gray's harbor country are shut down, and it is reported that there has not been a time in ten years when so little logging has been done. The burning of the Northwest Lumber Company's plant has much to do with it.

The county road between Svenson and Knappa has been opened and hereafter there will be considerable travel between the two communities. This also connects Cathlamet with a through road to Astoria.

Sixteen farms in the vicinity of Pendleton, some in Oregon and some in Washington, have been harvested, and the returns show the average to have been 31½ bushels of wheat and 60 bushels of barley to the acre, with the quality fair. The heaviest yield so far reported is 60 bushels.

TWO CUTE FOXES.

They Had Fun While Baffled Hunters Wondered Where They Were Hidden.

In Outing is told the story of a pair of foxes that for a time, at any rate, enjoyed the sport of a fox hunt. The dogs jumped them, but after awhile the trail ended at a pond.

About the center of the pond was a bent tree, the two ends of which were in the water, while the highest point of the curve was perhaps 20 feet above the pond. The dogs were working about the pond, looking for the trail, and the men were looking, too, and they were beginning to feel rather curious, especially as every few moments they would hear a fox yelp sharply. It seemed to be a derisive bark, which it probably was. After awhile a movement in the top of the curve of the tree in the pond attracted attention.

"Upon this tree," the account continues, "seated comfortably at the point of its highest curve, was an old dog fox. The cunning rascal had traveled across the pond on the logs, then scaled the bent tree, and while we watched he jerked his goodly brush up and down and barked his derision at the whole performance. After awhile we saw his vixen seated on an adjacent log. They were simply watching the futile efforts of our pack to locate them, and, likely enough, they enjoyed the experience."

One of the men got up wind from the animals and his scent drove them out. The dogs took the male fox's trail and drove it at last to a log spanning a ditch, on which a man was sitting. The fox did not see the motionless man till close enough to be reached, when, with a frantic leap sideways into the water, he escaped the grab. The race did not last long. The wet fox gave off a strong, easily followed scent, and the wet brush was like a piece of lead, so the animal was killed by the dogs while the men rushed in afoot to get a closer view.

JOHN H. SURRATT.

His Escape From Capture When He Was a Papal Zonave.

Whether Surratt was in the city on the day of Lincoln's assassination will probably never be positively known. During his trial he attempted to prove that he was in Elmira, N. Y., doing special service for the Confederacy, and the proof which he furnished was sufficient to convince 8 out of the 12 jurors that he was not present and took no part in the plot. Surratt claimed to have first learned of the murder on the morning following the assassination from the newspapers while in Elmira and on the next morning, while en route to New York city, of his suspected complicity in the plot. He fled immediately to Canada, where he remained concealed by Catholic priests for nearly five months. Leaving Canada, he went to England, thence to Paris, and thence to Rome, where, under the name of Watson, he enlisted in the zonaves of the pope.

While in the Papal zonaves he was recognized by a Canadian acquaintance, who betrayed him. On the day following his arrest, while under the guard of six men, he leaped blindly from a rocky precipice over 100 feet in depth, and, alighting by chance on a projecting rock 80 feet below, clambered quickly down the abyss, escaped, reached Naples in the course of a week and sailed to Alexandria on the same vessel which carried the instructions to the consul there that led to his capture. He was finally brought back to the United States and tried at Washington by a civil court. The trial extended over a period of two months, and more than 200 witnesses appeared on the stand. The jury disagreed, as above stated, and the government did not prosecute the case further. "Four Lincoln Conspirators," by Victor Louis Mason, in Century.

"I'd like to hear you play the violin, Mr. Tillinghast," said 7-year-old Tommy Dillingham, who was entertaining the caller.

"But I don't play the violin, Tommy."

"Then papa must be mistaken. I heard him tell mamma that you played second fiddle at home."—Exchange.

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