

JUNCTION CITY BULLETIN.

AN INDEPENDENT PAPER.
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Published Every Thursday.

NEWS OF THE WEEK

A Comprehensive Review of the Important Happenings of the Past Week Presented in a Condensed Form Which is Most Likely to Prove of Interest to Our Many Readers.

The Chinese indemnity will be settled this week.

Mrs. McKinley is standing the homeward trip well.

It is certain that all volunteers will be started for home before July.

Danger of serious trouble between France and Morocco has been averted.

A freight train on the Great Northern ran into a car loaded with dynamite.

The battle ship Oregon is to be thoroughly overhauled on her return to this country.

A 13 year old San Francisco boy was murdered in a most cold blooded manner by a butcher.

The supreme court holds that the United States may levy duty on imports from Porto Rico.

In round numbers the estimate for the civil government of the Philippines will be \$1,200,000.

Twenty-one men were killed and nine others seriously injured in a mine explosion in Tennessee.

Telephones are in greater demand in Havana than in any American city, according to population.

Philippines commission has enacted a law fixing the salaries of the officials of the central government.

Dr. Monroe, senior dean of Columbia University, Washington, has been decorated by the sultan of Turkey.

A dismantled hulk has been sighted on Lake Michigan. Investigation disclosed seven bodies aboard her.

Rear Admiral Sampson is to retire from service in the American navy. He will ask for retirement on account of poor health.

It is very likely that as soon as the ministers move to the hills for the warm months that the Boxers will again attack the legations.

The America's cup race will begin September 21.

France wants her treaties with Tunis abrogated.

Mrs. McKinley is standing the return trip well.

An unknown man committed suicide near Kalama, Wash.

Three prisoners escaped from the county jail at Salem, Or.

Army frauds have been discovered in Leyte, Philippine islands.

Suicide of a Russian financier may embarrass many institutions.

Senators Tillman and McLaurin, of South Carolina, have resigned.

Cailles and Malver, Filipino leaders, have been forced to surrender.

Thirty-two bodies have so far been recovered from the Sengheny colliery.

Oregon ores are being collected for the International Mining Congress.

President McKinley has pardoned Alexander McKenzie, the Nome receiver.

The output of the Sumpter, Or., mining district was never so great as now.

The American legation guard at Pekin is having trouble with the Germans.

Publication of the St. Petersburg Novoe Vremya has been prohibited for a week.

Five persons were killed and 40 injured in a trolley car collision near Albany, N. Y.

The cases against Carman, Carranza and other insurgent leaders, have been abandoned.

The steward of the German Lloyd steamer Kaiser Wilhelm was arrested for stealing gold bars.

Washington capital question has been settled by the purchase of Thurston county courthouse.

The last of the American troops have left Pekin.

Bresci, the assassin of King Humbert, of Italy, committed suicide.

The expelled West Point cadets will appeal their cases to the secretary of war.

There is a mysterious steamboat plying on the Columbia river without a license.

Two men were held up at Midway, B. C., and robbed of \$450. The robbers escaped.

Flood in Elizabethtown, Tenn., drowned three people and destroyed \$1,000,000 worth of property.

The cup challenger, with a royal party on board, including King Edward, was struck by a squall and wrecked. The yacht is badly damaged. No lives were lost.

RACED FOR A SWITCH.

Terrible Accident Caused by Motormen's Carelessness.

Albany, N. Y., May 27.—Electric cars racing for a switch while running in opposite directions at the rate of 40 miles an hour cost five lives yesterday afternoon by a terrific collision in which over 40 prominent people were injured, some fatally and others seriously. The lobby of the local postoffice, filled with dead and wounded, hysterical women and children looking for relatives and friends, surgeons administering temporary relief, and ambulances racing through the city taking the wounded to the hospitals, were the early intimations of the accident.

The scene of the accident was at a point about two miles out of Greenbusch, on the line of the Albany & Hudson Railway. The point where the cars met on the single track was at a sharp curve, and so fast were both running and so sudden was the collision that the motormen did not have time to put on the brakes before south bound car No. 22 had gone almost clear through north bound car No. 17, and hung on the edge of a high bluff with its load of shrieking maimed humanity. One motorman was pinioned up against the smashed front of the south bound car, with both legs severed and was killed instantly, while the other one lived but a few moments.

The few women and children who had escaped injury were hysterical and added their cries to the shrieks of the dying and mutilated. Men with broken arms and bones, with dislocated joints and bloody heads and faces, tried to assist others who were more helpless. Help had been summoned from East Greenbusch and vicinity, and in a little time the bruised mass of humanity, with the mutilated dead, were loaded on empty cars and taken to Albany. The ambulances and physicians had been summoned and the postoffice turned into morgue and hospital. As far as the physicians could temporarily attend the wounded they were taken to their homes or to the hospitals.

With both motormen killed it was hard to get at the real cause of the accident, but it is pretty well determined that it was caused by an attempt of the south bound car to reach a second switch instead of waiting for the north bound car at the first siding. The cars weigh 15 tons each and are the largest electric cars built, and so frightful was the crash that both cars were torn almost to splinters.

SEVERE WIND STORM.

Caused Widespread Devastation in Five Western States.

Salt Lake, May 28.—The wind storm which swept over Nevada, Utah, Southern Idaho, Wyoming and Colorado, did damage that will run into the hundreds of thousands of dollars. It resulted in almost complete prostration of telegraph and telephone service in the states affected and for nearly 24 hours during the height of the storm, the inter mountain region was practically cut off from the rest of the world. The storm was severest in Eastern Nevada and Utah, and in the fertile valleys in the northern part of Utah widespread devastation resulted. When the storm was at its height, the wind at some points reached a velocity of 50 miles an hour.

At Ogden the storm was felt worst. Here the wind tore roofs from a number of buildings, including the Baptist church, completely demolishing barns and outbuildings, and scattered them far and wide, uprooted many shade trees and tore others to pieces, blew in plate glass windows in business blocks and prostrated electric light wires, so that the city was in darkness. The damage in Ogden will probably reach \$100,000.

At Five Points, Logan, Smithfield, Hooper and other places the damage was very great. Hundreds of fruit trees were completely stripped. The force of the wind was so terrific around Logan and Hooper that tomato vines were swept entirely from fields. It is estimated that fully one half of the crops were destroyed. Around Hooper, the sweep of the wind blew away the ploughed ground to the full depth that the plows had entered the earth, rendering the land practically useless.

Along the north shore of the Great Salt Lake the wind picked up the dry sand in great clouds and hurled it across the country with terrific force, half burying the railroad tracks for miles.

New Mexico Mine Accident.

Santa Fe, N. M., May 28.—One man was instantly killed and several seriously hurt at the Santa Rita copper mine, in Grant county, while cleaning out blasts which had failed to explode.

NEWS OF THE STATE

ITEMS OF INTEREST FROM ALL OVER OREGON.

Commercial and Financial Happenings of Importance—A Brief Review of the Growth and Improvements of the Many Industries Throughout Our Thriving Commonwealth—Latest Market Report.

Philomath will celebrate the Fourth of July.

The Hillboro council has ordered 500 feet of hose.

Sufficient funds have been pledged for a Fourth of July celebration at Roseburg.

Last week there was 60,000 pounds of wool sold at Blalock for 10 cents per pound.

Two carloads of horses were shipped from Baker City to the East this week by Susanville people.

S. L. Brooks, a stockraiser of the Sandridge, north of Imber, lost his large barn by fire last week.

The board of directors of the Huntington high school have decided to have nine months' school this year.

The 12th annual convention of the Washington County Sunday School Association will be held June 6 at Forest Grove.

The Inland Telephone Company has a crew of men engaged in stringing extra wires between La Grande and Wallawa county points.

The Deep Gravel Mining Company, incorporated, has assumed control of all the mining property heretofore owned by Wimer Bros. & Co., at Waldo.

The contract has been let for the hauling of 3,000 tons of gypsum for the Oregon Lime Company from the gypsum mine to the company's works at Lime, three miles from Huntington.

There was a \$3,500 fire at Oregon City the first of the week.

Arrangements are being made to celebrate the Fourth at Baker City.

The Grand lodge of Odd Fellows held their encampment at Baker City.

Efforts are being made to develop the Kaolin deposits, near Huntington.

The people of Forest Grove and vicinity are trying to secure a Sunday train service.

Farmers near Salem say grain is looking as well as it ever did and they expect a large crop this year.

Mrs. Thomas Campbell, aged 60 years, an old resident of Oregon, died at her home in Monmouth last week.

The Baldwin Sheep & Land Company, of Hay Creek, will sell at public auction, June 1, 1,000,000 pounds of wool.

At a meeting of the executive committee of the Columbia River Packers' Association it was decided to raise the price of canned goods.

Reports from Willamette and Clackamas river fishermen, near Oregon City, say this is the best season for their work for several years.

The board of trustees of the State Reform School has let bids for the laying of 4,500 square feet of concrete work, for basement floors and walks.

Portland Markets.

Wheat—Walla Walla, 60c.; valley, nominal; bluestem, 61c. 62c. per bushel.

Flour—Best grades, \$2.90@3.40 per barrel; graham, \$2.60.

Oats—White, \$1.35@1.40 per cental; gray, \$1.30@1.32½ per cental.

Barley—Feed, \$17@17.50; brewing, \$17@17.50 per ton.

Millstuffs—Bran, \$17 per ton; middlings, \$21.50; shorts, \$20.00; chop, \$16.

Hay—Timothy, \$12.50@14; clover, \$7@9.50; Oregon wild hay, \$6@7 per ton.

Hops—12@14c. per lb.

Wool—Valley, 11@13c; Eastern Oregon, 7@10c; mohair, 20@21c. per pound.

Butter—Fancy creamery, 15@17½c.; dairy, 13@14c.; store, 11@12½c. per pound.

Eggs—Oregon ranch, 12@12½c. per dozen.

Cheese—Full cream, twins, 13@13½c.; Young America, 13½@14c. per pound.

Poultry—Chickens, mixed, \$3.50@4; hens, \$4@5.00; dressed, 11@12c. per pound; springs, \$3@5 per dozen; ducks, \$5@6; geese, \$6@7; turkeys, live, 10@12c; dressed, 14@16c. per pound.

Potatoes—Old, \$1@1.15 per sack; new, 2¼@2½c. per pound.

Mutton—Lamb 4¼@5c. per pound gross; best sheep, wethers, with wool, \$4.25@4.50; dressed, 6@7c. per pound.

Hogs—Gross, heavy, \$5.75@6; light, \$4.75@5; dressed, 7@7½c. per pound.

Veal—Large, 6½@7c. per pound; small, 7½@8c. per pound.

Beef—Gross, top steers, \$5@5.25; cows and heifers, \$4.50@4.75; dressed beef, 8¼@8½c. per pound.

MINERAL OIL EXPORTS.

New Oil Discoveries Will Keep It Ahead of Russia in Amount Produced.

Washington, May 29.—The recent oil discoveries in Texas and on the Pacific coast lend especial interest to some facts just presented by the treasury bureau of statistics regarding the exports of mineral oils from the United States. These show that the exportation of the fiscal year about to end will probably be the largest in the history of this remarkable industry, which has increased its exports from 204,000,000 gallons of illuminating oil in 1875, to 721,000,000 gallons in 1900. In the quarter century from 1875 to 1900 the value of mineral oils exported from the United States was about \$1,200,000,000, an average of about \$48,000,000 a year. During recent years it has averaged about \$60,000,000 per annum or \$5,000,000 per month.

In the mere question of gallons of oil produced, Russia has been for years a close competitor of the United States, though it is probable that the recent discoveries in the United States will enable it to continue to lead in the number of gallons produced; while the fact that American oil produces nearly twice as much refined illuminating oil from a given quantity of crude as from the Russian oil, adds greatly to its value as a commercial product.

One especially interesting feature of the development of the oil industry is, that there has been a remarkable decrease in the price to the consumer during the period in which the actual exportations and the net value of the exports have been increasing. The average value of the illuminating oil exported in 1876 was about 15 cents per gallon, and in 1877, an exceptional year, 20 cents per gallon. By 1881 the price had fallen to about 10 cents per gallon, the figures for that year being 332,000,000 gallons, valued at \$34,000,000. By 1891 the average price was about 7 cents per gallon. By 1898 the average export price had dropped to 5 cents per gallon, the quantity exported having been 824,000,000 gallons, and the value reported to the bureau of statistics by exporters through the customs collectors, \$42,922,682.

BLOWN UP BY DYNAMITE.

Car Loaded With Explosives Run Into by a Freight Train.

Everett, Wash., May 29.—An accident occurred yesterday afternoon on the Great Northern Railroad four miles east of Skykomish which resulted in the serious injury of Engineer John McGrouty and considerable loss of property.

A push car loaded with 48 boxes of dynamite was being run to a siding when the west bound freight train, No. 15, came along. Before the men in charge of the push car could reach the siding, the freight struck the car. A terrible explosion followed. The engine was hurled some distance up the mountain side. Three freight cars were demolished and about 500 feet of track was torn up. A steam shovel standing near was reduced to scrap iron. McGrouty was the only one seriously hurt. He received a scalp wound, his tongue was bitten through, and he also sustained injuries to his spine. A watchman's shack, 75 yards from the explosion, was blown to atoms and the watchman himself stunned. The injured men were taken to the Everett hospital.

STRIKERS LESS SANGUINE.

Eighteen Hundred Men Still Out Around Newark, N. J.

New York, May 29.—The close of the first week of the machinists' strike at Newark, N. J., finds about 1,800 idle men in Newark and its suburbs. The strikers have ceased to be as sanguine as at first regarding the outcome of their efforts to compel their employers to grant a nine hour day without decreased pay. A half dozen of the smaller shops in this section have met the demands of the men but none of the larger ones has shown any disposition to yield. Representatives of the larger firms say they are prepared for just as long a fight as the machinists are to maintain.

It is probable that the machinists employed in the American Engine works, at Plainfield will go out. This company agreed to the nine hour clause, but cut 15 cents from the 10 hour pay.

Homecoming of Volunteers.

Manila, May 29.—It is reasonably certain that the remaining volunteers will sail for home before July. The Forty seventh regiment and battalions of the Forty ninth and Thirty eighth have sailed on the transport Thomas. The Ohio sails today with the Forty second regiment and the Kilpatrick and Logan June 1 with the Forty third and Forty ninth regiments and two battalions of the Sixth. The Grant sails from Aparri June 1 with the Forty eighth regiment and two battalions of the Forty ninth.

EXPLOSION IN MINE

TWENTY-ONE MEN MET A TERRIBLE DEATH.

Nine More Terribly Burned—Explosion Caused by Coal Dust in the Air Being Ignited by a "Blown Blast"—Fire Shot Out From the Mouth of the Tunnel 300 Feet High—Mine is Badly Damaged.

Dayton, Tenn., May 29.—At the Richland mine of the Dayton Coal & Iron Company, two miles from here, at 4:30 o'clock this afternoon, a terrific explosion of coal dust resulted in the death of 21 men, all white, and most of them married and with families.

The explosion was caused by what is known among miners as a "blown blast." It is the custom of the miners to place blasts and fire them off at quitting time, leaving the coal thus thrown down to be loaded and hauled out of the mine the next morning. The Richland mine is destitute of water, and a great volume of fine particles of coal dust, invisible to the naked eye, accumulated at the roof of the mine. This afternoon at 4:30 o'clock a dynamite cartridge was placed in position in one of the rooms for a blast, and the miners started for the mouth of the mine. The blast did not explode, as intended, but instead a long flame shot out of the blast hole and ignited the accumulation of dust. Instantly a terrific explosion occurred, and a seething mass of flames shot to the mouth of the mine and extended 300 feet into the air, scorching the leaves from the nearby trees.

There were 34 men in the mine at the time. Four of them escaped with slight injuries. Twenty one were killed, and nine terribly burned, most of them fatally. The force of the explosion caused great masses of coal and slate to cave in from the roof of the mine, and many of the miners were completely buried.

Word quickly reached Dayton and rescue forces were at once organized and proceeded to the mine. One by one the blackened and horribly disfigured bodies were taken from the debris and carried to the mouth of the mine, where they were put on a locomotive and taken to Dayton. Scores of relatives and friends gathered at the mouth of the mine, and the shrieks of anguish as the bodies were removed were heart rending. The two undertaking establishments at Dayton were turned into morgues, where the mangled bodies were dressed and prepared for delivery to their families. All the men employed in this mine were residents of Dayton.

The Richland mine is the property of the Dayton Coal & Iron Company, composed of Glasgow capitalists. The company operates an iron furnace at Dayton.

RAPIDLY NEARING HOME.

Presidential Train Will Reach Washington Thursday.

Sidney, Neb., May 28.—The presidential train made the third day run on the homeward journey without incident. The trip across Wyoming was at an average elevation of over 4,000 feet, and at Sherman, just before the train began to descend the eastern slope of the Rocky mountains the elevation exceeded 7,500.

The president has made no remarks at any of the stops, but he has appeared on the platform and shook hands with some of those nearest the car. There were crowds at every station along the route and every cattle ranch had its little group of cowboys sitting bolt upright on their horses waving the sombreros as the train went by. Mrs. McKinley is standing the trip well. The weather has been pleasant and that means much for her comfort.

The Presidential train will reach Washington Thursday morning at 7:30.

Demands of Strikers Met.

Dunkirk, N. Y., May 29.—The strike of the machinists employed by the Brooks Locomotive Works has been settled. All who struck are to be taken back without discrimination. Fifty five hours will constitute a week's work; a straight increase of 10 per cent in wages is granted. These are substantially the demands made by the machinists.

Date Fixed for Cup Races.

New York, May 29.—The Royal Ulster Yacht Club has cabled the New York Yacht Club an approval of September 21 as the day for the opening contest in the cup races.

New Submarine Cable.

New York, May 29.—A new submarine cable between England and Germany has just been put down. The cable is owned by a British company, but the German government contributed to its cost, and a German firm was employed to carry out the work.