

Scio Weekly Press.

SCIO OREGON

CURRENT EVENTS OF THE DAY

Comprehensive Review of the Important Happenings of the Past Week Collected From the Telegraphic Columns.

A terrible explosion of nitroglycerine occurred in Cynnet, O., resulting in the death of six persons and the injury of a large number.

It is said that John W. Mackay, the American millionaire, will lay a Canadian Pacific cable from Vancouver, B. C., to Australia.

Count Okuma, of Japan, has notified his minister at Honolulu of the terms and conditions of Japan's acceptance of the proposal to arbitrate the dispute with Hawaii.

A New York Herald special from Barcelona says that it is stated on the highest diplomatic authority that the present Spanish government will go out within a fortnight, and that the liberals will come in.

Customs inspectors at Laredo, Tex., have found an unclaimed cargo on a train, containing \$200,000 worth of diamonds, jewelry and other valuables. The papers in the case indicate that it belonged to a Spanish officer. It is believed it was stolen by a man who lacked the courage to claim ownership.

W. P. Atwell, commercial agent of the United States at Bobaix, France, sends to the state department a report on the short wheat crop in France. He says the crop in France, and in fact all Europe, has fallen much below the average, and that it is estimated that the United States and Canada will be called upon to export from 120,000,000 to 150,000,000 bushels more than they exported to Europe last year. France will require about 60,000,000 bushels to meet the deficit in that country.

A Portland company has offered to build a sugar beet factory in La Grande.

G. J. Layzell was killed and Claude Hawthorne severely injured by a fire on a launch in Astoria, Or.

Falls Company, manufacturers of cotton goods, in Norwich, Conn., have started up on full time, giving employment to 500 hands.

The New Orleans health authorities have sent out notice of a death by yellow fever in that city. Quarantine has been declared by several Southern cities.

A rich strike is reported in the Schneider mine in York, Cal., where 1,200-foot level, the vein averaging four feet in width, and running \$130 to the ton.

Edward Lyons, a patient at the Oregon state insane asylum, hung himself to a tree in the asylum grounds. He was committed from Multnomah county last March.

In the Milford labor union, at its games in Milford, Mass., H. S. Donovan, of Natick, ran 100 yards in 24 seconds, breaking the world's record by one-tenth of a second, according to the timekeepers.

George W. Clark broke the world's high-diving record by jumping off the railing of the Halstead-street life bridge in Chicago, when the structure was raised to an elevation of 165 feet above the Chicago river. The diver was taken out of the river under a net, and was placed under arrest by the police.

The Washington Star says: It is stated that R. D. North, of Boston, has been selected as superintendent of the next census, and that his appointment will be made as soon as necessary legislation can be enacted. The president is said to favor the establishment of a permanent bureau on census, and is likely to express some views on that subject in his next message to congress.

Wild horses have become a nuisance in Northern Arizona, and Attorney-General Francis has been asked if they may not be legally slaughtered. That vicinity has been overrun by several large bands, hundreds in number, unbranded and unclaimed by any one. They have rapidly increased in number and have become wilder than deer and vicious as well. The matter has been referred to the livestock board.

A Phoenix, Ariz., dispatch says it is expected that work will resume within 60 days on the great Rio Verde irrigation enterprise which is to redeem 200,000 acres of the finest land in the Salt river valley. Of the 150 miles of canals that will constitute the Rio Verde irrigation system, 22 have been dug, and a large amount of work, costing altogether \$300,000, has been done at and near the headworks.

"We are on the verge of a great mining era," remarked Clarence King, former chief of the United States geological survey, in Denver. "The mine is not far distant when a man can start out of Denver and travel to Klondike, stopping every night at a mining camp. Already two American stamp mills are pounding away on the border of the Straits of Magellan, and the day is approaching when a chain of mining camps will extend from Cape Horn to St. Michael's."

A Philadelphia & Reading wrecking engine crashed into a wagon at a grade crossing at Frush Valley, a few miles above Reading, Pa., and three lives were lost.

The Marquis of Salisbury's proposal for the constitution of an international committee representing the six powers to assume control of the revenues, with which Greece will guarantee the payment of interest for holders on old bonds as well as payment of the indemnity loan, has been accepted by the powers.

A government official who has been stationed at Astoria, and who is now stationed at Dyess, writes to the department at Washington, stating that if some measures are not taken to stop the rush, hundreds will perish there this winter.

A serious accident happened on the Seattle bicycle track during the recent electric light meet there. During the finals in the professional race one of the riders fell, resulting in a spill of those behind him. John Staver, of Portland, suffered probably fatal injuries, while four of the others were seriously bruised.

TROUBLE AT EVICTIONS.

Strikers Would Not Stay Out of the Company's Houses.

Pittsburg, Sept. 13.—At 8 o'clock this morning deputies evicted a family from one of the company's houses at Plum Creek. Little resistance was offered at the time, but as soon as the house had been emptied and the furniture put in the middle of the street, women gathered in front of the house, and, after the deputies had gone, miners forced an entrance to the house and carried the furniture back. Desperate resistance will be offered in case a second attempt is made to evict the family.

Three hours later, 16 deputies arrived at Clarkville, and evicted John Puke and his family. They are Polish people, but have many friends at Clarkville. Their furniture was carried into the house again, and Puke, his family and several friends installed themselves there, prepared to make trouble for the deputies if they again attempted to evict them.

At 1 o'clock Superintendent Samuel C. and Thomas DeArmitt, with Deputy Sheriff Young and a posse of 25 special deputies appeared, and the eviction was all done over again. A party of 20 women from the neighborhood had gathered, and nearly all of the striking miners from Camp Isolation were present. They jeered the DeArmitts. The women were armed with baseball bats, picks and other things. They conducted themselves in such a belligerent manner that the DeArmitts were glad to remain within doors while the eviction was going on. Mr. DeArmitt came out on the porch, and asked the men and women if they would permit him to make a few remarks. They consented to hear what he had to say, and he entered into an explanation of the contracts which the miners had made with the company, the purpose being to show to the assembled people that the company was not doing more than it had a right to do. Then he launched into a discussion of the strike, and said the men had only themselves to blame for their troubles, for they had allowed themselves to be led, and their leaders had simply sold out again. Mr. DeArmitt concluded by inviting Dillingham, leader of the striking miners at Plum Creek, to reply to his charges.

Mr. Dillingham accepted the invitation, and the result was a period of warmth that threatened to become a riot. Dillingham made a denial of DeArmitt's accusation, asked for proof of the charges. He wound up his remarks by denouncing Thomas B. DeArmitt as a "grinning liar."

Chairs came from the assembled miners and women, and Deputy Sheriff Young came from the house. Young ceased to place Dillingham under arrest, but that man appealed to some of the deputies who were in a wagon to prove his assertion that DeArmitt had invited him to make a speech. The striking miners moved forward to the support of their leader, and Young concluded not to make the arrest.

Dillingham succeeded in getting the strikers to return to their homes, and the women remained, and remarked that they wished to get at the DeArmitts. The latter stayed in the house to avoid trouble.

The evicted families moved their goods into stables in the neighborhood, and began housekeeping in these quarters. Late tonight it is reported from Bradlock that a number of deputies, who had been concerned in the evictions at Plum Creek, got into a row with a crowd of strikers, the result being that three deputies are under arrest.

Strikers Marched at Hazelton. Hazelton, Pa., Sept. 13.—The striking miners continued marching today. They marched to Beaver Meadow colliery, and before being dispersed by deputies they drove all the miners from the mine. There are more miners idle today than at any time since the strike began. It is said that nearly 8,000 are on strike.

A SPYING SPANIARD. Secretary Studying the Atlantic Coast Fortifications.

New York, Sept. 13.—A special to the Journal and Advertiser from Washington says: The Spanish minister who has been inspecting the fortifications along the Atlantic seaboard is Lieutenant S. C. Sebrail, naval attaché at the Spanish legation at Washington. In a report from Captain V. B. Abbott, in charge of the government work at Charleston, S. C., Lieutenant Sebrail is named as the man who has been engaged in this work. Lieutenant Sebrail is not a member of the diplomatic corps, and is not, therefore, subject to a demand for recall, unless it can be shown that he has violated some statute respecting the safeguarding of our fortifications. It is believed that the naval attaché has been actually guilty of this breach of etiquette, and the government is investigating Sebrail's movements.

Blockade Will Raise. Canada, Sept. 8.—The admirals in command of the fleets of the powers in Cretan waters have decided to raise the blockade of this island on Friday next, the cause necessitating the blockade having disappeared, and the insurgents having accepted the autonomous form of government. Therefore the admirals have requested the governor to disarm everybody except the regular troops.

Mary Anderson on the Concert Stage. London, Sept. 13.—Mary Anderson Navarro, according to the Daily Mail, may appear on the concert platform in London this autumn. She has been studying vocal music for two years, with Maude Valerie.

A man well up in dog lore counsels intending purchasers of a puppy to let the mother of the puppy choose for them. In carrying them back to their bed the first the mother picks up will always be the best.

Collision Near Hamburg. Hamburg, Sept. 13.—The Hamburg-American line steamer Prussia, Captain Schmidt, which arrived today from New York, was in collision with the steamer Mass, outward bound, requiring the latter to return to port.

End of a German Fortress. It is said that the German military authorities have decided to demolish the fortifications and the walls of Mayence, the most strongly fortified city of Germany, which has witnessed so many fierce struggles and historical tragedies.

COMBINE AGAINST AMERICA

England and France to Help Spain If Necessary.

MUST NOT INTERFERE IN CUBA

Count De Penalo Confirms the Report—Contract Agreed Upon Some Time Ago and Later Renewed.

St. Louis, Sept. 13.—Comte Henry de Penalo, who has been visiting friends in St. Louis for a few days, said that the rumor of an understanding between Spain and other European countries, looking to a check upon American interference with Cuba, was confirmed by information which came to him from high authority. De Penalo has been introduced in St. Louis as a member of an old Spanish family whose sympathies are with the Carlist party, but whose connection with high politics in Spain keeps him posted on most of the important diplomatic movements. He said:

"Some time last September when the Cuban question was so much agitated in the United States, even to the point of furnishing planks to the declaration of presidential conventions, senior Count de Penalo, then minister of Spain, received assurances from the English and French governments through their representatives in Madrid that they would not permit any action on the part of the United States other than a very perfunctory recognition of belligerence of the insurgents. 'On August 5, before leaving Paris, I learned from trustworthy sources that this assurance had been renewed. General Anasagasti, the new premier, has received the French and English ambassadors, who have once more assured Spain of the sympathy of their governments and their willingness to give 'diplomatic help.'"

A BRUTAL OUTRAGE.

Pueblo Medicine Men Cruelly Torture an Aged Squaw.

Santa Fe, N. M., Sept. 13.—Major Nordstrom, United States agent in charge of the Pueblo Indians, returned this morning from Zuni Pueblo, where he has been examining in a special case. Under the influence of Chief Niopo, and backed by the religious organization in the village known as "the priests of the bow," the most barbarous outrages have been committed by these Indians from time to time. Their last offense occurred when they surprised the wife of a female member of the tribe, aged 75 years, and ex-tortured from her a confession to the effect that she had bewitched the nostrils of the medicine man, and prevented them from curing an Indian of a faintness.

Major Nordstrom says the only motive for ascertaining the cause was to strengthen the hold of the medicine men and their colleagues, the priests of the bow, upon their superstitious followers. The woman's life was saved by kindly nursing, and it is the intention of the agent to arrest and punish the ringleaders of the assault.

To this end, it is thought that a battle will follow the invasion of the village by troops on Wednesday next. The Zunis number some 1,500, and can muster about 350 warriors, who are well armed with Winchesters. Their village is a veritable fortress, built especially for protection against Apaches and Navajos.

STOLE HER HUSBAND. So Declares Mrs. John C. Van Schaack, of New York.

New York, Sept. 13.—The World says: Mrs. John C. Van Schaack has begun suit for \$65,000 damages against her father-in-law, Peter Van Schaack, head of the family and senior partner in the great drug firm of Van Schaack & Sons, for alienating her husband's affections. The plaintiff is a daughter of Henry Palmer, and a niece of Potter Palmer.

Her specific charge against her father-in-law is that in 1912, when plaintiff's husband was living with her and supporting her in Brooklyn, the defendant enticed the husband away from the plaintiff and their home and induced him to go to Chicago, where he has since "by undue influence kept him."

Mrs. Van Schaack, then Florence Palmer, and John Van Schaack were wintering visitors in Florida together in 1888, and in March of that year they were married. The wife is a strikingly handsome woman of 26 years of age. She was educated in Paris and Berlin, and before her marriage was a social favorite in Chicago.

Public story tellers still earn a good livelihood in Japan. In Tokio six hundred of them ply their trade, provided with a small table, a fan and a paper wrapper to illustrate and emphasize the points of their tales.

An Aeronaut's Fall. Chillicothe, Mo., Sept. 13.—Professor Board, the aeronaut, who made the balloon ascension at the fair grounds yesterday, was injured by the failure of his parachute to open readily when he made his descent. He was about 300 feet in the air when he cut loose, and before the parachute opened he was less than 50 feet from the ground. His injuries are probably fatal.

Parchment used on the best banjos is made from wolf-skin.

A Jockey Thrown. St. Louis, Sept. 13.—Charles Slaughter, who had been riding for Barney Schreiber at the fair grounds, and who is well known on the tracks throughout the country, was badly and probably fatally injured today. In the last event he was thrown by his mount, Mary Nance, who slipped and fell. Slaughter is injured internally, and his head crushed. Congestion of the brain is feared.

In Germany there is an educational institution for teaching the technique of butchering and packing.

HEAD END COLLISION.

Ten Killed and Several Injured in a Train Wreck in Kansas.

Kansas City, Sept. 10.—A special to the Times from Emporia, Kan., says: One of the worst wrecks in the history of Santa Fe railroad occurred three miles east of here at 7:30 tonight. Ten or eleven persons were killed, and as many more were badly hurt. The fast mail train going east, and the Mexico and California express, west-bound, collided, head on. The list of the dead as far as known at midnight, in Kansas City, engineer, of Topeka, Nate Hollister, fireman, of Topeka, William Frisbie, engineer, — Gonzales, fireman, — J. F. Sauer, express messenger, of Kansas City. R. A. Doran, postal clerk, of Emporia, died at 11 P. M. — Shuler, fireman, of Kansas City. Daniel McKennon, of Kansas City. Unknown man, tramp.

The dead were brought to Emporia. At midnight a special train left Emporia bearing 17 injured to Topeka, where they will be cared for in the hospital.

The Mexico and California express was pulled by two locomotives, and when they struck the engine drawing the fast mail, the boilers of all three engines exploded and tore a hole in the ground so deep that the smoking car of the west-bound train went in on top of the three engines. The wreckage of the west-bound train was wrecked mail cars, and Maloney there without turning over.

The passengers in the smoking car escaped through the windows. The front end of this car was enveloped in a volume of stifling smoke and steam, belching up from the wreck below, and the rear door was jammed tight in the smoke of the car behind. The wreck caught fire from the engines. The cars behind the smoking car burned to ashes in a short time.

In climbing from the smoking car, several men fell through the rifts in the wreck below, and it is impossible to tell whether they escaped or were burned to death.

The west-bound train carried eight coaches, and its passengers included many excursionists, who had been to hear Hon. W. J. Bryan speak at the county fair at Burlington. Mr. Bryan himself was on the train, but was riding in the rear Pullman, some 400 feet from the cars which were wrecked. He states that nothing but a heavy jolt was experienced by the passengers in his coach.

Mr. Bryan was one of the leaders in the crowd of rescuers. He helped to carry out the dead and wounded, and gave the greatest attention to their care. One poor fellow who was badly mangled, called to Mr. Bryan and said: "I want to hear you to-day; I am dying now, and want to shake your hand and say God bless you. If you possibly can, Mr. Bryan, get me a drink of water."

Mr. Bryan went into the fast mail car, one end of which was burning, and came out with a canteen of water, which he gave to the suffering passenger. He brought out cushions for others of the injured, and was everywhere present to minister to the wants of the suffering.

The two trains are the fastest on the Santa Fe system, and the west-bound train must have been running at least 40 miles an hour. The west-bound express was going around a slight curve and met the fast mail, probably within 200 feet.

Of the seven or eight cars making up the Mexico and California express, only the mail, baggage and express and smoking cars were destroyed. The coach following the smoker was badly splintered.

There were not more than a dozen passengers on the mail train, all in one coach, and while none of them were seriously injured, their shaking up was terrible. Every seat in the coach was smoking, and the west-bound train, the coach following the smoker was badly splintered.

One man, John Sweeney, was thrown over three seats and through a window, but escaped with only scratches and bruises. The other cars of the fast mail train, a baggage and an express, were totally wrecked.

It is stated the wreck was caused by a misarrangement of orders from the trainmaster. At Emporia, the east-bound fast mail train received orders to pass the California express at Lang, seven miles east. An order was sent to Lang for the California express to take the siding there, but this order was not delivered, and the trainmaster expected to pass the fast mail at Emporia.

Six Lives Were Lost. Detroit, Sept. 10.—Six young men were drowned in a yacht near Windmill point, on Lake St. Clair, late this afternoon. The dead are: Thomas Fritz, H. Gertie, Grant Murry, Thomas Newcome, Charles Rice, Jay Landley.

A party of 10 chartered the yacht Blanche and went up the lake on a sail. While near the mouth of Fox creek, and nearly off Winghill point, several of the party crawled out on the boom and commenced to rock the craft, which being heavily loaded, lurched and capsized, going to the bottom. The six men who were in the cockpit were drowned. The three youngsters who caused the disaster and one other were saved by a boat which pulled out from shore.

The Panama Canal. New York, Sept. 10.—A World dispatch from Colon says: It is announced here today that a concession to complete the Panama canal has been given by the government.

Paraguayans Take a Bolivian Town. Lima, Peru, Sept. 10.—Advice just received here from Bolivia says 250 Paraguayans, who recently landed at Port Paecheo, have seized the Bolivian town of Chiquitos in the province of Mojoc.

Indianapolis, Sept. 10.—The 16th national encampment of the Sons of Veterans opened here tonight with an informal reception at the Denison house. The city is gaily decorated for the visitors, and there are prospects of a large attendance. Many Grand Army posts of this state have accepted invitations to participate in the parade and it is estimated that 4,000 veterans and sons of veterans will march. Cincinnati is working for the next encampment.

Silver horseshoes are made in Vienna, Austria.

COLLISION AND THEN FIRE

Forty Persons Perish in a Colorado Train Wreck.

A TOURIST SLEEPER BURNED

Rio Grande Passenger Ran Into a Colorado Midland Stock Train—Disobeyed Orders—The Emporia Wreck.

Denver, Sept. 13.—A special to the News from New Castle, Colo., says: Rio Grande passenger train No. 1, running one hour late, collided with a Colorado Midland stock extra, 1½ miles west of New Castle. Both engines are a total wreck.

There are in all probably 40 human beings in the burning mass. Shortly after the collision occurred the baggage, day coach and tourist sleeper caught fire, while one Pullman and a special car from the Hannibal & St. Joseph railroad remained on the track.

The fault is said to lie with the train crew of the extra. Details of the wreck are hard to obtain. It is known that A. Hartman and wife and two children, of Harrison, Ill., are among the dead; Engineer Gordon, of the passenger train; R. H. Bedley, postal clerk, and Robert Howlett, passenger fireman, are fatally injured. Engineer Outlander and Fireman Sutcliffe are missing, and are believed to be buried in the wreck.

So thoroughly are the trains demolished that but few of those caught escaped alive, those not killed by the shock of the collision being burned to death in the ruins of the cars.

A Rio Grande special, just arrived from Glenwood, brings doctors and comforts for the wounded.

The wreck occurred on what is called the Rio Junction road. This runs from New Castle to Grand Junction. It belongs jointly to the Denver & Rio Grande and the Colorado Midland, being used by both roads.

Two cars of stock were completely demolished, and the right of way is strewn with dead stock and debris. Conductor Burdick's explanation of the wreck is that in looking at the passenger's leaving time on the card he looked at the wrong column of figures.

Two Italians caught in the act of robbing trunks have been placed under arrest.

The latest information from the wreck makes it almost certain that 25 persons are dead, and a dozen badly injured, fully half of whom will die.

THE EMPORIA WRECK. Further Details of the Accident in Kansas.

Emporia, Kan., Sept. 13.—Twelve known dead, one missing (probably incinerated) and 14 injured, two of whom will likely die, is the record of the terrible head-end collision on the Santa Fe, as known tonight. It is not positively known that the list given is complete, and it is believed that several were burned to death and nothing left by which they could be recognized. The bodies of 13 have been taken from the debris, three burned beyond recognition.

Nothing could be found of the remains of the Wells-Fargo messenger, J. F. Sauer. A handful of charred bones taken from the wreck, however, are supposed to be his. Near them was found his watch.

Human goods dived in the burning wreckage and plundered the baggage and mail sacks which strewn the ground. One man tried to snatch a diamond from the breast of an Emporia doctor who, weak and nervous, was creeping slowly out of the debris. He had strength enough left to hit the brute a blow in the face, which made him turn with a curse and sneak away. Mail sacks were dragged into the corn field and rifled.

The report of the Kansas City post-office is that practically all of the mail on both the wrecked Santa Fe trains was destroyed. One pouch, however, for Southern California, on the west-bound train, is said to have been saved. This train carried a large mail from New York city to California, Colorado, New Mexico and Arizona. No official report has been received here.

Trains over the Santa Fe will be run by way of Ottawa from here on. The cost of the wreck to the railway is estimated at \$100,000.

As the passengers and trainmen recovered from the shock of the explosion, they looked for the injured and dead. Far down in the heaps of debris sound of falling voices of men pleading for aid. While the rescuers were working to get at the unfortunate, the fire broke out in the wreckage of the forward coaches, and a cry for water went up. Water tanks were torn from their fastenings in the coaches that could be entered, and blood-besmeared men carried them over broken timbers to quench the fast-spreading flames. The dead and mangled bodies of four victims were dragged to the grass beside the track. After heroic efforts, the flames were finally subdued, and the work of rescue made more easy.

A merchant in Copenhagen was fined 10 crowns for having used the American flag as an advertising medium.

Explorer William Retters. New York, Sept. 9.—William Retters, the journalist and Arctic explorer, was one of the passengers on the New York, which arrived today. He has been to Norway and Russia to consult with Dr. Nansen to arrange for a steamer and a large number of dogs. He said efforts would be made to reach the north pole until the feat was accomplished.

Russians make a pleasant drink from sap of the walnut.

Train Wrecked on a Trestle. Maudie, Ind., Sept. 13.—A freight train on the Lake Erie & Western railroad near Albany was wrecked this morning on a trestle. Eight loaded cars were smashed. Charles Manor, of Portland, was killed, and John Collins, of the same place, was fatally injured. They were stealing a ride. It is believed there are other men under the wreckage.

The great squirrel-dressing center is Weissenfels, Germany, where some establishments prepare half a million skins annually.

REPULSED BY STRIKERS.

Deputies Roughly Handled in Pittsburg District.

Pittsburg, Sept. 9.—Efforts to evict the striking miners of the Pittsburg & Chicago Coal Company at Orangeville, one and a half miles from Gastonville, resulted in a riot of no mean proportions, and the utter failure of the company to accomplish its object.

About 7 o'clock last night 20 deputies from Washington, Pa., in charge of Chicago Coal Company, reached Finleyville, where they were met by a large crowd of strikers. Each deputy was armed with Winchester and revolver, but in spite of this the strikers, headed by 100 Polish women, closed in on them and they were forced back and finally retreated to Gastonville, followed by about 200 men and women.

At Gastonville the deputies took refuge in the office of the company, where they were kept all night, during which time the building was bombarded with stones and bricks and an occasional shot was fired.

At 7 o'clock this morning the trouble of the night reached a climax, when the deputies sallied out from their besieged quarters and started to march to Orangeville. Headed by women, the strikers rushed on the deputies with stones and clubs and pick handles, and the blows fell thick and fast. One big woman wrested a rifle from a deputy's hands and struck him on the head with it, inflicting a serious injury.

By 10 o'clock 1,000 men, women and children had joined the crowd. They came from Venetia, Snowden, Calamity and Finleyville.

The deputies made their way to Orangeville and took refuge in a vacant house, closely followed by the mob, which surrounded the building and threatened to burn it. One of the strikers approached the house with a flag of truce and a conference was held. The deputies were ordered to leave town. After a short parley it was decided to do so. They emerged from the house a badly scared lot of men and walking between the opened ranks of the strikers, started for Gastonville. Almost every man in the posse was cut and bleeding and several were badly hurt.

As the defeated deputies ran the gauntlet, they were greeted with hisses, curses and ridicule. The strikers then closed behind them and marched them to the station, where they took the train for Washington. After their departure the mob dispersed and everything is quiet now.

CHILKOOT ALSO IMPOSSIBLE. Heavy Hauls Put a Stop to Further Travel Over the Trail.

Port Townsend, Sept. 9.—From a letter received here last night from John James, who left here six weeks ago for the Alaskan gold fields, an idea of the present condition at Dyra may be obtained. James and his partner, Lawrence, succeeded in packing 1,200 pounds of provisions over Chilkoot pass to Lake Lindeman. While building a boat at the latter place, Lawrence cut one of his feet nearly off with an ax, and will not be able to continue the journey before spring. James is staying with Lawrence as nurse. The latter says that recent heavy rains have made the trail impassable, and the result is that horses, which two weeks previous were selling at \$150 per head, are now a drug on the market at \$10. Horse feed is selling at \$70 per ton, and is hard to get at any price. James says it will be cheaper for those who cannot cross the pass this fall to kill their horses now and ship in others in the spring. He says language is inadequate to describe the terrors of the pass since the rainy season began.

The steamer Al-Ki sailed today for Dyra with 60 passengers, 50 head of cattle and several horses and sheep. While lying at the wharf today, the customs officers boarded the Al-Ki and made a search of the cargo for whisky and other prohibited goods, and a full-fledged saloon. The spirits were in kegs and bottles, all of which were encased in jute sacks. The outfit, which the customs officers estimate cost \$500, was put aboard and stowed away either at Seattle or Tacoma, but was not billed or marked in any way, and did not appear on the ship's manifest. If the owners of the saloon outfit were present when the stuff was seized, he did not make himself known.

From Chicago to the Yukon. Chicago, Sept. 9.—"Klondike or sink" is the motto of the members of an expedition which purposes to navigate from Chicago to the mouth of the Yukon river in the schooner George Sturgess. The Sturgess will sail from Chicago in about a month, manned and provisioned for a trip of six months.

The schooner George Sturgess, a 100-ton vessel, was built at Chicago, and all goes well, the craft will be among the icebergs in Behring sea and the doughty mariners will be getting ready to ascend the Yukon in the spring. The George Sturgess has been purchased by a party of men headed by Adolph Freitach, captain of the little yacht Nina, which crossed the Atlantic. The vessel will sail down the great lakes and the St. Lawrence river to the Atlantic and thence south, rounding Cape Horn and up the Pacific coast to the Yukon. At the mouth of the river the Sturgess will be left, while the crew starts for the gold fields, and when the crew comes to return she will serve as a treasure ship.

Suicide by Shooting. Oakland, Cal., Sept. 9.—Mrs. Mary Hawley, wife of W. E. Hawley, a capitalist, committed suicide today, shooting herself in the head during a fit of despondency, caused by long-continued ill-health. She was a native of this state and aged 46 years.

Thought He Was a Burglar. Azusa, Colo., Sept. 9.—Joseph Simons, town marshal, was shot and killed last night by O. P. Brown, who mistook him for a burglar.

Three Tramps Cremated. Fargo, N. D., Sept. 9.—The city marshal and a posse, after a long fight, captured three tramps who had robbed several stores at Conway, a small town in western Walsh county, and placed them in the city jail. At an early hour Sunday morning the jail was discovered on fire, and before the flames could be extinguished one of the tramps was cremated and the other two have died since from frightful burns. It is supposed the men tried to burn a hole through which they could escape, and the blaze got beyond their control.

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.

During the week ending September 4, \$1,522.33 was paid out on money orders by the Salem postoffice.

The revenue of the city of Astoria will fall short this year on fines and forfeitures at least \$7,000, and probably more.

The Beaver Hill Coal Company, in Coos county, has received a diamond drill that will be used in prospecting its properties.

Everything at the cannery in Marshfield is running smoothly, and the quality of the fish is good. The management claims to be able to put up 700 cases a day.

A Scottsboro farmer thinks he has some tall corn on his farm. He says there is one stalk 12 feet 3 inches high, one 10 feet 2 inches, and two that grow up 10 feet.

Sheepmen of Gilliam county say that the grass is drying up pretty fast in the mountains and that the sheep will be taken to their home range earlier than usual this season.

The fall run of heshaws, or coal fish, has arrived in Coos bay, and large quantities are being caught with seines and trawls off the cannery wharf. Some people consider these fish nearly as good as mackerel.

The Brownsville Woolen-Mills are so crowded with orders for goods that the machinery is kept humming from day till night, and some of it day and night, says the Brownsville Times. Last week the wages of employees were advanced 5 per cent.

The cannery at Marshfield ran short on cases last week, and had to stop the receipt of fish for one day, but is now in operation, and is canning all the fish received. Superintendent Flye says that they are