

The Santiam News

SCIO.....OREGON

NEWS OF THE WEEK

Interesting Collection of Current Events
In Condensed Form From
Both Continents.

A grain elevator was destroyed by fire in East St. Louis, entailing a loss of \$1,000,000.

Judge Lewis E. McComas has been elected United States senator to succeed A. P. Gorman, of Maryland.

The reorganized Union Pacific railroad had to pay \$20,402.50 fees to incorporate under the laws of Colorado.

The U. S. battle-ship Maine has arrived at Havana. Visits were exchanged between Commodore Sigbee and Spanish officials.

President Eaton, of Beloit college, will inspect the work of the board of American foreign missions in China, under invitation.

The observations of the eclipse in British India were successful, conditions being most favorable. Many valuable photographs were secured.

William Hepburn, an alleged counterfeit, has been arrested in a lonely cabin in Placer county, Cal., and all the paraphernalia for counterfeiting was found in his possession.

Russia will demand the immediate payment by Turkey of the \$28,000,000 war indemnity yet due, as a means of making the sultan more docile in the treatment of the Cretan question.

The National Stockgrowers' convention is in session in Denver, Colo. About 1,000 delegates, representing 21 states and territories of the West, Northwest and Southwest are present.

On Friday a lake sprung up on Put-in-Bay, Lake Erie, and the ice commenced to break up. Two hundred fishermen occupying shacks built on the ice, were in imminent peril, but made shore in safety, assisted by rescuers, who put off in boats and battled with the ice floes.

The body of L. Dickerson was found in the ruins of a building destroyed by fire at Spencer, Ind.

John C. Beresford, a cadet of the noble family of that name engaged to marry Miss Emily, the third daughter of Adrian Iselin, of New York.

British ship Samonea, while being towed in Liverpool harbor, ran into the ship Wendura, lying at anchor, and both vessels were seriously injured.

Collis P. Huntington, in an affidavit filed in a suit brought against him, makes oath that he has no intention of removing his residence from New York to San Francisco.

Western roads have agreed to make the same reduction rates to the Mardi Gras in New Orleans as last year. Tickets will be sold February 14 to 20, and will have a final return limit of March 10.

A Mafia murder was revealed at New Orleans by the finding of a trunk in the open street in the rear of the city hall, which contained the body of an Italian, with the head almost cut from the body.

Four members of the crew of the schooner Viking were taken in charge by the Boston police on the vessel's arrival, charged with attempting mutiny. They had threatened the captain's life and were placed in irons.

It is said by those in a position to know that there is not a map of Cuba in the war department that would give any guidance to an army which should land on that shore. There has not been a military officer connected with the government in Cuba since the disturbances there began.

Reciprocity negotiations continue to proceed in a manner satisfactory to Washington officials, but there is no present prospect that the treaties or agreements will be concluded in the near future. The negotiations with Peru are farthest along, and these reached a point where the draft of a treaty has been made.

Anti-Jewish riots have been renewed at Algiers. The mob invaded the Jewish quarter and pillaged the shops in the Rue de Babazou, driving the Jewish merchants out into the streets.

A squadron of chasseurs was ordered to the scene and charged at the mob with drawn swords, but the mob reformed further on, cheering for the army. Revolvers and daggers were freely used. One man who was stabbed in the back and shot in the head died, and many were seriously wounded.

Acting Secretary Spaulding has decided in a case presented by the Canadian Pacific Navigation Company, that the transportation of American freight from Seattle or other American ports consigned for Alaskan ports, Victoria or Nanaimo, and at these ports transferred to British vessels, is a violation of our coasting laws and subjects the merchandise to forfeiture. The decision is a strong measure for the protection of the American coasting trade to Alaska in which there have been indications that British corporations hope to break into.

C. E. Maher, of Grand Island, Neb., surrendered to the Sacramento police, confessing that he had embezzled money belonging to Armour & Co., which he had collected while traveling as a salesman for the company.

A St. Louis dispatch says: A gale of wind that reached the highest velocity of any experienced here since the tornado of May 27, 1896, prevailed Wednesday. Its highest velocity was 66 miles an hour, and up to noon two deaths, one fatal injury and several minor casualties had been reported.

The second monetary conference has opened in Indianapolis with 400 delegates, an attendance larger than before.

A Washington dispatch says: Should business permit and there be no complication which demands his presence here, President McKinley will probably visit the Pacific coast states during the coming summer. It is understood that the president will, after visiting Yellowstone, go to Butte and then visit Spokane, Seattle and Tacoma. Portland will be given a day and then California will be traversed from Shasta to San Diego.

THE GUEST OF HONOR.

President McKinley Attended the Manufacturers' Banquet.

New York, Jan. 31.—The third annual banquet of the National Association of Manufacturers of the United States, which took place tonight at the Waldorf-Astoria hotel, was one of the largest and most elaborate affairs of the kind ever given in the city. A thousand guests were seated at the tables. The fact that President McKinley would be present caused a rush for tickets.

President McKinley was driven from the Windsor and was received at the Waldorf-Astoria at 6:30 P. M., by the committee of merchants and was at once taken to the "royal chambers." Half an hour later, he appeared in the reception room, where he held a levee for more than an hour.

The banquet hall was magnificently decorated, the tiers of boxes being draped with silken banners. The president's flag was suspended over the head of the table from the president's box. Seven long tables extended the length of the room and 16 small tables were placed on either side of the rows of long tables. In the Astor gallery annex were 35 other tables. The tables were elaborately decorated with flowers and potted plants. The dais were the president and other guests sat was also adorned with many flowers. From the reception hall up the broad staircase to the banquet room were lines of palms and ferns. Owing to the double banquet rooms, there was much confusion in making the assignment of the guests to their seats at the tables.

The march to the banquet hall began at 7:15 and lasted until 8:30, being a straggling line. President McKinley, with the committee of 36, marched into the hall, the band playing "Hail to the Chief."

It was after 9 o'clock when Warner Miller rapped for order. He announced that Rev. R. S. Arthur would invoke a blessing. Dr. Arthur, in his prayer, called for special protection for the president and the members of the Manufacturers' Association.

President McKinley, in response to a toast, spoke briefly on the financial question, and stated that all the pledges of the St. Louis platform must be fulfilled.

SMOKELESS POWDER.

Naval Bill Will Provide for the Purchase of a Large Quantity.

Washington, Jan. 31.—It is regarded as settled that the naval appropriation bill, now being framed by a house subcommittee, will contain three important items, namely, \$2,000,000 for smokeless powder, \$500,000 for reserve ammunition, and \$90,000 for the establishment of a government powder factory. The matter of having an ample supply of powder to meet the requirements of our naval vessels in an emergency has received careful consideration from members of the committee. As long as the old style of black powder was in use, the many private companies making this article gave assurance that a supply could be secured on short notice. Now, however, with the general adoption of smokeless powder, the opportunities for speedily getting a supply are said to be much reduced. For that reason, it is proposed to allow \$2,000,000 for the purchase of this article, and at the same time provide a government factory which will thereafter produce an ample supply. The item of \$500,000 for reserve ammunition will cover all classes of naval material, large and small, to meet requirements of vessels nearing completion, and such emergencies as may arise.

Arms for Indian Rebels.

London, Jan. 31.—According to a dispatch from Birmingham to the Globe, the capture of the steamer Baluchistan, off Muscat, Arabia, by the British gunboat Lapwing, and the seizure of her cargo of arms and ammunition, has temporarily paralyzed some of the large gunmakers, because the London merchants concerned have ordered them to suspend operations. A well-known manufacturer says that, on the order of a London merchant, he has turned 100 rifles and a ton of ammunition weekly for the last three years. The rifles were Malfords. The Persian authorities, it seems, winked at these irregularities, until Great Britain intervened. The same firm was preparing to turn out 3,000 weapons monthly to the same customer.

Dole in Washington.

Washington, Jan. 31.—President Dole, of Hawaii, arrived here at 2:20 P. M., and in behalf of the government was welcomed by Secretary Sherman and Assistant Secretary Ade. The presidential party was belated by storms along the way, and it was three hours after schedule time when the train swung into the Baltimore & Ohio depot. A crowd of several hundred people assembled on North Capitol street, and platoons of mounted policemen were on hand to act as an escort.

Fatal Fire in Illinois.

Mount Sterling, Ill., Jan. 31.—The most disastrous fire in the history of Mount Sterling broke out this morning. Albert Popper was killed by falling walls. Constable Snodgrass and two other men were injured and over \$100,000 worth of property was burned.

Caused by Kerosene Explosion.

Allentown, Pa., Jan. 31.—A can of kerosene exploded in the boiler-room of the Greenville cement mill at Rosedale today, setting fire to the mill and storage house. Both were totally destroyed. The loss is 100,000; fully insured.

Demand Weyler's Imprisonment.

Madrid, Jan. 31.—The public prosecutor demands a sentence upon Lieutenant-General Weyler of two months' imprisonment.

An Unprovoked Murder.

San Francisco, Jan. 31.—This morning Charles E. Withers murdered Nathan Phillips, a bartender, in the Empire theater, the crime being apparently unprovoked. Withers was inflamed with drink and in an ugly mood.

Rebels on Ecuador's Frontier.

Guayaquil, Ecuador, Jan. 31.—It is reported that rebels are gathering on the frontier. All is quiet in Guayaquil, however. The government is apparently strong, and no danger is feared from the rebels.

SURPRISED IN CAMP

Insurgent General Aranguren Slain by Spaniards.

HIS BODY CARRIED TO HAVANA

He Is the Cuban Who, It Is Alleged, Ordered the Execution of Colonel Ruiz.

Havana, Jan. 31.—At noon, Lieutenant-Colonel Benedicto, with the Spanish battalion, surprised, near Tapiste, this province, the camp of the insurgent general, Aranguren, killing Aranguren and four privates, capturing five of the insurgents and wounding others who made their escape.

The body of Brigadier-General Aranguren was brought by train to Havana this afternoon and delivered to the military authorities. After identification it was sent to the morgue.

Brigadier-General Aranguren was evidently about 32 years of age, of fair complexion, with blonde hair and a small mustache. The body, which shows two bullet wounds, one in the head and one in the right leg, is dressed in cassimere pantaloons, gray woolen coat, yellow shoes and gaiters, comparatively new. It is said that the gaiters and vest once belonged to Colonel Ruiz, the aide-de-camp of General Blanco, who, having gone last December to Aranguren's camp with terms of surrender, was executed by Aranguren or with his approval.

According to one account, Aranguren was surprised while on a visit to a young woman on the Pitata farm, between Campo Florida and Tapiste. He was wounded, and, in trying to escape, was shot dead. Among the prisoners is the father of the young woman. He was the dynamiter of Aranguren's band.

MISSION OF THE MAINE.

Havana Newspapers Insist That It Is One of Peace.

New York, Jan. 31.—The last ripple of visible excitement in the arrival of the Maine has died away, says the Herald's Havana correspondent, and the ship as she lies at anchor attracts no more attention than any other vessel in the harbor. The papers made the briefest possible allusion to her arrival, and La Union Constitucional, the conservative organ, prints a Washington dispatch to the effect that the visit of the Maine to Havana is merely an act of courtesy showing the friendly feeling to Spain, and to counteract the anti-Spanish utterances in congress. La Union adds that the visit will be returned by Spanish ships in American ports.

In spite of this, there is a strong undercurrent of feeling in Havana, as evinced by the excited talking of angry groups assembled in the cafes. The general impression among radicals is that the cause of Spain has been betrayed by the Blanco government, and the nation humiliated by what they regard as the first step in the direction of American intervention. This has intensified the hatred of General Blanco and his associates and of the cause of autonomy, and this hatred may at any moment find vent in an outbreak of fury, in which case members of the government may be forced to depend for their personal safety on the Maine, for while the peril is obvious, the troops concentrated during the riots have been dispersed and no new precautions have been taken.

The arrival of the Maine created enthusiasm among the Americans, who realize that the long period of suspense has passed and that their safety is absolutely assured.

Up to the present time no one knows what precipitated the sudden dispatch of sailing orders to the Maine at Dry Tortugas. Captain Sigbee had not the remotest idea why he was sent, but he was not much surprised when the Dupont arrived from Key West with orders to start without a moment's delay. Being in total ignorance of the situation, he had no conception as to what sort of a reception to expect. He approached the harbor from the westward, partly for the purpose of inspecting the Spanish batteries and watching for any hostile demonstration, and partly for the purpose of displaying the flag and character of the Maine, so as to give the authorities ashore opportunity to make preparations to avoid a panic which might have been precipitated by the Maine's sudden entrance. The battleship was prepared for any emergency. After picking up a pilot the Maine went rapidly up the harbor to a berth near the Spanish flagship.

It will be impossible to give the crew their liberty while in Havana, and as yet no shore leaves have been given to officers, the captain being the only man who has gone ashore. For this reason it is believed that the navy department will not keep the Maine here long, but will replace her by another vessel of the squadron the moment the health of the crew becomes impaired.

James Eaton has been matched to race Charles Kaiser, of Switzerland, at St. Louis, early in February, for a purse and \$1,000 side bet.

The Rush of Immigration.

New York, Jan. 31.—In anticipation of the new immigration law going into effect, the rush of immigration to this country has started. The Tartar Prince arrived today with 720 persons in the steerage. The vessel comes from Italian ports.

Fatal Naphtha Fire.

Baku, Jan. 31.—Half a million pounds of naphtha was burned and several persons lost their lives during a conflagration here.

An Appeal to Uncle Sam.

New York, Jan. 31.—A Herald dispatch from Seoul says: It is stated on good authority that the king of Corea has asked the United States minister here for protection against possible revolutions. Captain Wilber, of the cruiser Boston, refuses to land a naval force, though strongly urged to do so by the king.

Kalama, the new town laid out at the south end of Kootenay lake, at the western terminal of the Crow's nest railway, while only two weeks old, has a population of 400.

SILVER IN THE SENATE.

Debate of Six Hours on the Teller Resolution.

Washington, Jan. 28.—For more than six hours, the senate had under discussion the Teller resolution providing that the government pay the principal and interest of United States bonds in silver. By agreement, the resolution and pending amendment are to be voted on before adjournment tomorrow. The debate was devoid of the sensational incidents and acrimonious colloquies which characterized that of yesterday, but it was replete with arguments and oratory. The time was consumed by Teller, the author of the resolution, and Daniel, who supported the resolution, and Hoar and Platt of Connecticut, in opposition to it. All delivered set speeches, except Hoar, whose speech was in reply to some points advanced by Teller yesterday. No other business was transacted.

The house devoted another day to consideration of the Indian appropriation bill, most of the time being consumed as on the two preceding days, in discussing extraneous subjects.

By far the most interesting feature of the day was the debate on the question of reducing the mail-carrier service in the large cities, owing to the failure of the senate to attach the estimated deficiency of \$160,000 to the urgent deficiency bill. This subject has been agitating the metropolitan cities ever since the order was issued for cutting down the force February 1. A dozen representatives from as many different cities protested against the proposed reduction and urged an immediate appropriation, when Chairman Loom, of the postoffice committee, and Chairman Cannon, of the appropriation committee, allayed the wrath of the members by assuring them that there was no occasion for alarm; that the service could not possibly suffer until June, by which time there would be ample opportunity to pass a deficiency appropriation. Loom used strong words in his criticism of the postoffice department officials and promised some interesting disclosures later on.

The motion to strike out the appropriation for the Carlisle Indian school was defeated after considerable debate, 29-65. Three pages of the bill were disposed of today. The conference report on the urgent deficiency bill was dropped.

GOOD OUTLOOK FOR CANAL.

Can Be Built for Three-Quarters the Original Estimate.

New York, Jan. 28.—The Herald correspondent with the Nicaraguan canal commission advises under date of Managua, January 18, that the commission cabled to Washington two days ago, as follows:

"The canal of Nicaragua may be built for less than three-quarters the original estimate. Four and a half or six and half years will be required to build it. Forty-eight hundred laborers are needed to commence work. These should be divided into three groups, 2,300 between Rio San Juan and Castillo, 1,800 between Corinto and Manzanillo, and 800 in Managua. This number of men should be doubled within six months." This was received by the canal commission in reply:

"A company in Ohio and New York has been duly formed to engage men from Puerto Barrios, Jamaica, Belisle and Nicaragua."

The Herald's correspondent adds that each of the 13 engineers with the commission represents a big syndicate, each one fighting to get the contract, but the Ohio and New York men have secured it. The Chicago contractors and engineers are satisfied with the facilities for work in the Western division. These are beyond their expectations. The party leaves for Ichoa on January 25.

The Washington correspondent of the Herald says that the above cablegram is interpreted there to mean that the Maritime Canal Company, anticipating a favorable report from the Walker commission as to the feasibility of the project and of subsequent favorable action by congress, has men prepared to begin the work of construction immediately.

Under the terms of its concession from the Nicaraguan government the canal was to have been completed next fall, otherwise the concession would be forfeited unless that company had expended a large sum of money in the prosecution of the work. In fact, it is the contention of the Nicaraguan government that the concession has already been forfeited, but this contention is not accepted by either the company or the administration.

The preliminary report which the commission will make will be submitted to congress without delay upon the bill giving governmental support to the project. It has been anticipated that the report would be favorable, both as regards the feasibility and cost of the canal. The estimate made by Civil Engineer A. C. Menocal for the canal following the Tola basin line puts the cost of the work at \$66,466,880, and a second estimate, the canal to follow a low-level line, fixed the cost at \$68,593,660.

The Ludlow commission estimated that a canal built along the low-level line would cost \$13,472,893. If the Walker commission estimated that the cost would be three-fourths of Mr. Menocal's original estimate, \$66,466,880, then it figures at \$49,850,160.

Experts, especially the friends of the members of the Ludlow commission, say the estimate made by the Walker commission is extremely low, being somewhat less than one-third of the estimate of the Ludlow commission.

Now Wizard Edison has perfected a plan for getting iron by electricity.

No Word From the Pelican.

Tacoma, Wash., Jan. 28.—The steamer Braemar arrived today from China and Japan. She brings no tidings of the steamer Pelican, 135 days out from Tacoma for Taku. The cargo of the Braemar comprises tea, curios, sugar and a large amount of matting.

Scow Sunk at Walling's Rapids.

Oregon City, Jan. 28.—A scow in tow of the steamer Maria, Captain Frank Jones, ran into the rocks at Walling's rapids Tuesday evening, and sank. It was loaded with wood, all of which floated away.

WRECKED ON A BAR

Grain Ship City of Duluth Lost Off St. Joseph, Mich.

PASSENGERS AND CREW RESCUED

The Vessel a Total Loss—She Carried a Heavy Cargo of Corn and Flour—High Sea Was Running.

St. Joseph, Mich., Jan. 31.—The big grain steamer City of Duluth arrived off this port, from South Chicago, last night, and attempted to enter the harbor. There was a tremendous wind from the northwest and a very heavy sea running. The Duluth kept on her course into the harbor, and at the mouth of the river struck a bar and was thrown heavily against the north pier, breaking in two. The mammoth steel arches on either side of the boat gave way immediately, and the bow of the boat dropped two or three feet. A large hold was stove in the port side as she swung around, and she went to the bottom in an hour, leaving only her cabin and part of her bulwarks above water.

The two big tugs, Morford and Protection, which had accompanied the big boat on her trip across the lake, made desperate attempts to reach her and get her crew and passengers off, but were unsuccessful. The life-saving crew were summoned and reached the scene of the disaster in quick time considering that it had disbanded for the winter. At midnight they had shot a mortar line to the boat and the rescue began. The first one to be taken ashore was August Kerwein, of this city. He dipped into the water several times during the perilous trip, and was badly frozen when he was pulled out onto the pier. The rest of the passengers were taken ashore in this manner, one at a time. There were 17 passengers and 23 of the crew.

Captain McLean was the last to leave, being taken off at 5 o'clock this morning. There were several ladies on board. The members of the life-saving crew took turns going out in the car after them. Mrs. William Tryon is suffering from the effects of the trip. She was in delicate condition, and was badly frozen and seized with nervous prostration. There is no hope for her to live.

The City of Duluth had a heavy cargo of corn and flour, and a deckload of merchandise for local merchants. There is no hope of saving anything of the wreck, as there is a very high sea rolling. No boat can reach her, and she is rapidly going to pieces. The engineer says that when the boat struck the engine jumped a foot and was immediately torn to pieces. The water rushed in and put out the fires, and the firemen barely escaped up the ladders.

The floor of the deck gave a mighty heave upward, and the passengers were thrown into the wildest confusion. The City of Duluth was an old but staunch steamer. She was under charter of the Graham & Norton Transportation Company, carrying principally through freight from Chicago to this port, in connection with the Big Four. She was owned by the Lake Michigan & Superior Company. Her capacity was about 1,000 tons, and her value about \$300,000. She was laden with package freight and grain. The steamer is well insured, and it is understood had \$10,000 insurance on her cargo. On several previous trips she stuck on the bar while entering this harbor.

SNOW LOCOMOTIVE SCHEME.

Mr. Glover Explains in Chicago the Plans of His Company.

Chicago, Jan. 31.—George T. Glover, an inventor, has solved the problem of getting supplies into the Klondike region this winter by means of his snow traction locomotive. Seven of these locomotives are now building in Chicago and New York, 32 freight and passenger cars will be built at Portland, Or., for this work. These will be at Dyce by February 15 for Dawson City over the Dalton trail.

"The locomotives that are now being constructed for this Klondike trip," said Mr. Glover, "will weigh about eight tons each, half the weight of the logging locomotives. Their capacity will be about 100 tons' burden respectively. I find that an eight-ton machine will do the work and run easier. These locomotives are practically ready now for shipment to Portland, where they will be put up and placed in readiness for the expedition which leaves that point February 15 for Dawson City, in charge of Captain Brainard, of the United States army.

"Chilkat pass will be the greatest obstruction encountered on the first trip. There is no part of the pass, however, that presents a grade greater than 30 per cent. These locomotives can climb such a grade readily. Each machine will have a steam winch attached and by means of this the train can easily pull itself up at a remarkable speed. I calculate on getting over the pass in less than 48 hours with the first train. The way once open subsequent travel will be easier.

"The cost of building and equipping these trains will be less than \$35,000. Each locomotive will cost about \$4,000. The cost of the passenger and freight cars and their transportation to Dyce will not exceed \$5,000.

"On reaching Dawson City four of the locomotives will be used in transporting supplies and passengers to and from the various points and villages located in the Klondike gold fields. The others will return and make another trip before the winter in Alaska is over."

A Secret Dispatch.

Winnipeg, Man., Jan. 31.—Orders have come from Ottawa to engage a reliable man to carry an important secret dispatch from the minister of the interior to Commissioner Walsh, at Dawson. Hayes, the celebrated guide of Prince Albert, has been secured. He will make the run in 35 days with a dog train. It is believed the government has decided not to allow aliens to hold mining claims in the Yukon.

Sugar alone will apparently sustain life for a considerable time.

FOR ANNEXATION.

The Hawaiian Treaty Discussed by Seven Governors.

New York, Jan. 26.—The Herald has obtained the views of some of the governors of states on the subject of annexation of Hawaii. The interviews follow:

Governor Leedy, of Kansas—I believe the Hawaiian islands should be annexed by the United States for these reasons: Within a short time a canal will be built across the Isthmus of Panama. This canal should be controlled by the United States. The nation having possession of these islands will command the road to that canal and will also possess the key to the Pacific ocean from a mercantile standpoint. My belief is that if we allow Hawaii to slip out of our fingers now, within 50 years our necessities will compel us to fight to get possession of the islands, and therefore it seems to me to be good policy to get them while we can do so in peace.

Governor Adams, of Colorado—While not enthusiastic, I believe the future commercial welfare of the United States would justify the annexation of the islands. But a hundred fold more important movement would be the building of the Nicaragua canal, as a guaranty of future power and empire. We need both, but first of all, the canal.

Governor Holcomb, of Nebraska—I am opposed to Hawaiian annexation. For a century it has been the well-defined policy of this country to avoid a line of action tending to entanglements with foreign powers. Annexation would be used as a pretext to appeal to the spirit of militarism of the people of our country.

Governor Stevens, of Missouri—I am opposed to the annexation of the Hawaiian islands, but cannot explain my position satisfactorily in an interview.

Governor Tanner, of Illinois, refused to express an opinion on the matter.

Governor Clough, of Minnesota—Hawaii is a case of gobble or see it gobbled. If we don't take the Sandwich islands the British will. Uncle Sam sees a pearl glistening at his feet, and he has not the astuteness I ascribe to him if he does not pick it up.

Governor Bushnell, of Ohio—The United States should approve the annexation of Hawaii. I believe I voice the sentiment of 75 per cent of the people of Ohio. It would then be a naval stronghold, a commercial benefit and worth ten-fold the price asked for it.

Governor Lee, of South Dakota—The first duty of this country is to Cuba, to stop the butchery in that island at any cost. After that, if Hawaii is of any strategic value to this country and its citizens are desirous of annexation, it would probably be good policy to take the islands in.

DEBATE WAS BITTER.

Teller Resolution the Subject Before the Senate.

Washington, Jan. 27.—Today's session of the senate was characterized by a heated, almost acrimonious discussion of the financial question. For nearly two hours the Teller resolution was under consideration, the principal speeches being made by Allison, Berry and Hoar. The sharpest colloquy was at times indulged in between the advocates and opponents of the resolution, the debate often approaching bitterness. The feature of the discussion was a speech by Teller, author of the resolution, his statement calling out a suggestion from Hoar that he (Teller) have the speech stricken from the record. In response to an inquiry by Spooner, Vest admitted that he thought the system of coining referred to in the resolution meant the free and unlimited coining of silver, that admission apparently giving satisfaction to the opponents of the measure.

Under the parliamentary fiction of discussing the Indian appropriation bill, the house devoted almost the entire day to a political debate, in which the main question was whether prosperity had come to the country as a result of the advent of the present administration. As speeches were limited to five minutes, many members participated, and partisan spirit kept the interest keyed up to a high pitch. The acrimony which usually characterizes such debates was almost entirely absent, and although good natured, some hard knocks were given and received. Smith, the delegate from Arizona, made an attack on the system of educating the Indians, and Walker moved to strike out the appropriation for the Carlisle school. No vote was taken on the motion to strike out.

BURNED TO DEATH.

Fate of an Aged Woman in Colton, Washington.

Spokane, Wash., Jan. 27.—A Colton special to the Spokesman Review says: Mrs. M. J. Richardson was burned to death here. She lived with her daughter. When the latter returned home from a visit to a neighbor, she found her mother's chamber and blackened remains on the floor. Mrs. Richardson was over 70 years old, and feeble. She was addicted to the use of tobacco, and it is supposed that while lighting her pipe her clothing became ignited. Mrs. Richardson left a family of seven grown children, three daughters and four sons, all of whom were married, and most of whom live in and near Colton. She also had relatives at Milton, Or., who were notified by telegraph last night of the accident.

Paris, Jan. 26.—A duel with swords was fought this morning between two newspaper men, M. Verwart and Pierre LeFevre. The former was wounded in the arm. The dispute arose over the Dreyfus affair.

John Rodegus has renounced his intention to retire from the turf and will continue to race this season.

Reciprocity With Spain.

Washington, Jan. 27.—Minister Woodford has cabled to the department of state that the government of Spain has consented to negotiate a commercial treaty with the United States on the basis of reciprocity with schedules for Cuba and the peninsula. The negotiations will be conducted in Washington at a time yet to be agreed upon. The Spanish cabinet will meet on Wednesday to discuss the proposed treaty. Minister Woodford asserts that the American cruiser Helena is proceeding to Lisbon merely to relieve the American vessel now there.

AN IMMENSE CONTRACT

Portland Company to Build Gray's Harbor Jetty.

SEVEN 1500-TON BARGES NEEDED

Work Will Be Furnished to an Army of Men—Contractors Given Four Years to Complete It.

Portland, Or., Jan. 28.—Portland gets the \$770,000 contract for the construction of a jetty at Gray's harbor, Wash.

The Hale & Kern Contract Company is the lucky bidder, and the contract has been signed and sealed, and the bonds given and approved.

The work of preparing the extensive plant necessary for carrying on this work will be commenced at once. A fleet of seven masted barges of 1,500 tons each will be constructed in Portland. The plans and specifications are all ready, and estimates for the lumber made, and work will be commenced within a few days, and employment will be furnished for about 300 men. These barges will be practically 1,500-ton schooners, except that they will have no masts. Two million feet of lumber will be used in their construction. They will be used in conveying the 500,000 tons of rock required from Fisher's landing, on the Columbia, around to Gray's harbor. One tug will be employed in towing them to the