

The Santiam News.

VOL. III.

SCIO, LINN COUNTY, OREGON, FRIDAY, JULY 27, 1900.

NO. 39.

GO TO THE... Keystone Shaving Parlors

C. L. VINCENT, Prop.
Only First-Class Shop in the City
Shaving 15 cents
Hair Cutting 25
Shampooing 15
Baths 25
All work guaranteed first-class.

DR. J. W. VOGEL
Specialist for Refraction and Defects of the Eye.
PORTLAND, OREGON.
Will make regular trips to Scio. Watch local columns for date of visits.

EAST AND SOUTH

SOUTHERN PACIFIC CO. SHASTA ROUTE

Trains leave West Scio for Portland, and west stations at 8:40 a. m. Leave for Albany at 10:20 a. m.
Leaves Portland 8:00 a. m. 7 p. m.
Arrives Albany 12:00 p. m. 11:30 a. m.
Portland to Scio, 1:30 p. m. 11:45 a. m.
Scio to Portland, 1:30 p. m. 11:45 a. m.
Klamath Falls 7:25 a. m. 9:30 a. m.
Medford 7:40 a. m. 9:45 a. m.
E. Astoria 7:55 a. m. 10:00 a. m.
Fort Stevens 8:10 a. m. 10:15 a. m.
City of Mexico 8:25 a. m. 10:30 a. m.
Hood River 8:40 a. m. 10:45 a. m.
New Orleans 8:55 a. m. 11:00 a. m.
Washington 9:10 a. m. 11:15 a. m.
New York 9:25 a. m. 11:30 a. m.

Patrons and Tourist cars on both sides. Only one passenger car on right and El Paso and tourist cars on Chicago, St. Louis, New York, Boston and Washington.
Consulting at San Francisco with several lines for Honolulu, Japan, China, Philippines, Central and South America.
See Mrs. N. E. Woodhouse agent at West Scio station or address.
C. H. MARRHAM
Agent Gen. Pst. & Pass. Agt.
Portland, Or.

SCIO PLANING MILLS

HARRY S. JOHNSTON & CO., Proprietors.
ALL KINDS OF MILL WORK ON SHORT NOTICE
All kinds of Lumber, Sash, Doors, Mouldings, Shingles, Paints and Oils.
BURIAL CASKETS AND CASES ALWAYS ON HAND
SCIO, OREGON.

SCIO LIVERY AND FEED STABLES

IRVINE & CALAVAN, Props.
Our Rigs Are First-Class and Our Horses Are Good Drivers.
Hack Connects With All Trains at West Scio and Morning Train at Munkers.

CLOTHING...

We now have the largest and best selected stock of Clothing ever shown in the Valley, which we are offering at WAY DOWN PRICES.

We have many special lines of Spring and Summer suits and light Weight Underwear.
BLAIN CLOTHING CO.
ALBANY, OREGON.

C. A. WHALE

...Salem and Portland...

LEADING DEALER OF THE NORTHWEST IN

PIANOS AND ORGANS

Instruments Sold on Easy Terms. Call and See My Goods Before Purchasing.

Commercial House

J. BEARD, Prop.
Newly Furnished and Refitted Throughout.
Our tables are supplied with the best the markets afford.
South of Bridge. SCIO, OREGON

J. J. BARNES & SON

General Blacksmiths and Wagonmakers...
We buy our stock in large quantities and keep a full line of carriage and wagon material. All kinds of work in our line done on short notice.

BANK OF SCIO.

CAPITAL, \$20,000.
OFFICERS:
President A. J. Johnson
Vice-President J. W. Gaines
Cashier C. V. Johnson
Does a general banking and exchange business. Loans made at current rates and drafts issued on principal cities.

A. W. HAGEY

WATCHMAKER and JEWELER.
All kinds of watches, clocks and jewelry repaired promptly.
SCIO OREGON.

EVENTS OF THE DAY

Epitome of the Telegraphic News of the World.
TERSE TIPS FROM THE WIRES
An interesting collection of items from "The Two Hemispheres Free" in a condensed form.

Llano, Tex., was demolished by a cyclone.
St. Louis Transit Company refuses to arbitrate with the strikers.
Chicago Chinese, having just learned of the trouble in China, are greatly excited.
Twenty persons were prostrated by heat at New York. Temperature 100 degrees.
Foreign warships have their guns trained on Chefoo, in anticipation of an outbreak.
Fleet of the revolutionists has been captured by government forces in Colombian rebellion.
The big steel plant of the Federal Steel Company, at Lorain, Pa., has been closed down, throwing 4,000 men out of work.
Two transports, with 1,200 officers and men, sailed from Manila for Taku. The hospital ship Relief has also been sent to Taku.
Mrs. Elizabeth C. Tolman, wife of General J. C. Tolman, and a pioneer of 1823, died at her home in Ashland, Or., aged 71 years.

At New York city, Terry McGovern, feather weight champion of the world, defeated in three rounds, Frank Erne, light weight champion of the world.
Sailing claims are to be arbitrated. Russia, United States and England have finally agreed on a method of disposing of long pending Behring sea trouble.
In Bombay, India, for the week ending July 7, there were 9,928 cases of cholera in the famine district, of which 6,474 were fatal, and in the native states 9,526 cases, of which 5,592 were fatal.
Joe Barton, a wealthy sheepman of Westfall, Malheur county, Or., was accidentally killed while stacking hay on his ranch, being struck by a derrick fork, one prong of which pierced his neck.
Peoria, 60 miles southwest of Dallas, Texas, was swept by a cyclone, killing three persons. Two churches, several dwelling houses and an immense amount of farm property was destroyed.
The first suit for damages growing out of the Fourth of July street car accident at Tacoma, in which 43 lives were lost, has been filed by Harry Gault, for the death of his son Harry, for \$50,000. Many other suits are expected.
Demand for harvest hands in Eastern Oregon is enormous.
More soldiers are needed for garrison duty in the Philippines.
Chinese reformers are using every endeavor to save the foreigners.
A mountain of gold bearing quartz is said to have been found in the Blue river district.
A daughter of Theodore Havemeyer, the sugar king, shot and accidentally killed herself.
Manila is now the counterfeiters' paradise. Big money is being made in counterfeit money of Mexican dollars.
Andy Smith, 70 years old, was struck with paralysis at Kalama, Wash., and when found had been four days without food or water.
Heavy rain storms are raging in Northern Wisconsin. All railroads have suffered from washouts. Hail did great damage to crops.
It is reported that 10,000 Boers are preparing to emigrate to America. President Kruger will refuse to surrender until his supplies are exhausted.
Theodore Grell, aged 60, an employe of the woolen mills at Oregon City, Or., was accidentally drowned while attempting to get into a boat to row home.
The American bark McNear was lost on a reef near Laysan island, near Japan. The passengers and crew spent two days on the water and landed on Laysan island.
Judge W. H. Washington, of Philadelphia, a direct descendant of Augustine Washington, father of George Washington, is dead at Castle Creek Hot Springs, Arizona, of consumption. He was 45 years old and a lawyer of recognized ability.
A Holland submarine torpedo boat may protect the port of Portland, Or. Two of the new ones soon to be constructed will be assigned to service on the Pacific coast, and one may come to the Columbia river.
The Washington government will take every precaution against violence to Chinese in the United States, which is intensified in some sections. In order that the force of our demand for satisfaction from China shall not be weakened by counter claims.

Chinch bugs are doing great damage to Kansas crops.
American trade with China is chiefly in the region where the disturbance is greatest.
A steam automobile was built in England in 1834. It was regarded as a curiosity.
An Oklahoma woman wants a divorce because her husband had killed 27 men. After the 27th she drew the line.

Lebanon, Or., had a \$10,000 fire.
Lord Roberts has attacked Middleburg.
Tien Tsin and neighborhood are clear of Chinese.
Oriental war is affecting the world's money markets.
Forty persons were injured at a street car accident at Niles, Ohio.
The New York Republican state convention will be held September 4.
Minister Wu has word that the Peking authorities are protecting the foreigners.
Crop prospects in the Pacific Northwest indicate a yield of 40,000,000 bushels of wheat.
The Cunard liner Campania cut in twain a bark, which sank at once, carrying down 11 men.
Columbian troops will fight the revolutionists outside of Panama, so as not to endanger the city.
Populists refused to go into the Idaho fusion, and nominated a full ticket, Democrats and Silver Republicans fusing.
Li Hung Chang got a cool reception at Hong Kong. Russia has called on the tender provinces of Siberia for the reserves.
The Eight infantry is returning from Cuba to go to China. Heavy artillery has been ordered to leave Fort Reilly for the Orient.
Hawaiian plantation owners are trying to induce 5,000 Puerto Ricans to move to the Pacific islands on a three years' contract.
Documents relating to a plot against the American authorities in Manila have been found in a rebel recruiting office in San Miguel.
The Yagui Indians, of Mexico, are reported to have been broken up, and the government will offer them inducements to return to their farms.
The Fraser river fishermen's strike is now deemed beyond settlement, a serious collision between peace officers and strikers having taken place.
Count Castellane, husband of Anna Gordon, fought a duel with Count Orlovski in the suburbs of Paris, in which Orlovski was slightly wounded.
The executive council of the American Federation of Labor issued an appeal to all wage-workers to organize unions or join those already in existence.
The Chinese minister at Paris has notified Belgium that the foreign ministers were safe July 18. The Belgian government has received word that they were alive on the 20th.
Smallpox is prevalent at Nome City.
Boxers are reported on the Korean frontier.
The shingle mill at Toledo, Or., was totally destroyed by fire.
There is said to be a lack of harmony between the allies in China.
Fire in Pomroy, Wash., destroyed property to the value of \$10,000.
Prince Tuan has an army of 15,000 men ready to fight the foreigners.
Republicans of Idaho nominated D. W. Stanford, of Bamcock county, for governor.
Prince Tuan has issued an edict to fix a definite date for a general uprising in China.
The steamer Cutch has arrived at Vancouver, B. C., from Skagway, with \$300,000 in gold dust.
Milk dealers of Chicago are being prosecuted for using formaldehyde to preserve their product.
San Francisco Chinese may fight the Boxers. American born Mongolians are organizing a national guard company.
The steamship Garonne, just returned from Alaska, has been chartered by the United States and will be used to carry supplies and troops to China.
England is alarmed over report that Chinese are invading Siberia, thus giving Russia an excuse for descending on Peking and holding territory conquered.
Germany, Russia and France have come to an agreement regarding future action in China. Russia will carry on a separate campaign against Peking on the north.
The Chinese empire is alleged to have proposed to Japan a wholesale massacre of foreigners in both countries. Li Hung Chang is said to have been implicated in the affair.
The postoffice department has ordered that beginning August 1 all mails for the Hawaiian islands shall be forwarded exclusively to San Francisco or other American ports for dispatch, and that the present practice of dispatching these mails via Vancouver, B. C., be discontinued.
New locomotives just put on by the Denver & Rio Grande Railway have an electric attachment as a safeguard against robbers, in the way of a nozzle on the roof of the cab. These connect with the hot water of the boiler, and point at the rear end of the tender. The nozzle can send a mixed stream of steam and boiling water at 200 pounds pressure that would kill anyone in its range.
A Birmingham, N. Y., school teacher whipped a school boy and exploded a torpedo. He may die.
A six year old boy at Acorn Ridge, Mo., shot his brother dead as the result of a quarrel.
Japan has appropriated \$0,000,000 yen for war purposes. A yen is about the same as our dollar.
The Christian Endeavor convention in London will be attended by 10,000 delegates, 3,000 from America.

LATER NEWS.

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ACCURATE SAMPLING

Considered Essential to Accurate Assaying.
A PRACTICAL MINER'S VIEWS
Protects Against the Use of Assay Certificates as Documentary Evidence.

"Accurate sampling is quite as essential as accurate assaying, for if the sample does not truly represent the lot, or mass, from which it was taken, the subsequent assays will be valueless. The assayer or chemist will usually receive the samples already prepared, but as he will occasionally be called upon to take his own sample a knowledge of the art of sampling is essential."
In the Northwest a majority of the samples brought to an assayer are taken by the prospector, or other interested party, and as the assay certificates are often used as the documentary evidence of the value of the property, the assayer should be very careful to state on the face of such certificates exactly from whence he obtained the sample on which the assay was made.
If an assayer samples the ore himself, he owes it to his client so to state as it doubles the value of the certificate, if he did not take the sample himself he should place the responsibility of the sample where it belongs, by stating who did take it. Without some one known vouching for the ore of the sample, assay certificates should carry no weight as documents. This can best be accomplished by the assayer seeing to it that his printed certificate blank is worded to cover the desired points, telling the whole story and protecting him from any after talk.
I must protest, also, against the habit of the assayer of keeping the value of the ore on the assay certificate, as they do, at the price of the metal in marketable shape delivered in New York. It shows a gross ignorance on the part of the assayer as to the value of the ore here, and often misleads the prospector, frequently, at the same time, furthering and opening the door for fraudulent practice. I have seen, this summer, assay certificates upon which the copper of 5 per cent was figured out at 18 cents, equal to \$18 per ton, whereas no smelter could afford to pay more than about one-third that price.
A good practical rule to use in figuring out approximate values of a sample ore, at present market quotations, is as follows:
Allow \$1.25 for every per cent of copper the ore contains.
Allow 40 cents for every per cent of lead the ore contains.
Allow 50 cents for every ounce of silver the ore contains.
Allow \$20 for every ounce of gold the ore contains.
These values are for ore delivered on the line of railway.
The prospector has to sample his own ore, and wishes to know the truth. Naturally, I ask how he is to do it, and the following remarks are for his benefit, not for the professional.
In sampling a lead, if the vein is so that it will all have to go for treatment, a section of uniform thickness right across the whole face of the lead should be taken for ore samples.
Another, and quite as satisfactory a method, is to sample all the rock that comes out of the prospect, or sample the dump, if there is any, by cutting channels through it on the same principle as in sampling a ledge.
It must always be borne in mind in sampling that there is liable to be a great difference between the dump and the fine ore, and consequently a due regard must be had to getting the proper proportion of each.
Hand-picked samples are never reliable, and should always be avoided. Experienced mining men frequently take hand samples of particular classes of the ore in a mine, have these assayed and often from these results they estimate what grade of ore they are mining. This may be correctly done, and it is wonderful how close to correct assays experienced men can "guess," but it is uncertain at the best, and dangerous for inexperienced persons to attempt to be guided by such estimates.
Assays cannot be averaged, unless one knows the actual weight of the material represented by each assay, and only then by a long calculation, too long to describe here, except briefly. In nine cases out of ten when the "average assay of a mine" is spoken of, it is incorrect and is usually obtained by adding up a number of separate assays and dividing the sum by the number of such assays. It is quite correct to take an average sample, have that assayed, and call it the average assay; but this is seldom done. The correct average assay may be obtained by multiplying the weight of each lot of the ore by the assay of such lot, and the product of such multiplication and divide the sum by the sum of the weights of the various lots of the ore. The quotient of such division will be "the only correct average assay" obtainable.
O. M. ROSENDALE,
In Portland Telegram.

NAGASAKI THE BASE.

Japanese Government Gives Its Cheerful Assent.
Washington, July 23.—As was anticipated, the Japanese government has given its cheerful assent to the application of the United States government for permission to land troops and military supplies at Nagasaki in transit to Taku, China. This privilege was desired in order that the Pacific transport plying between San Francisco and Manila should not deviate from the regular route, but that the troops and stock carried by them and intended for service in China, might be transferred at Nagasaki to other vessels of the transport service and taken direct to Taku. The Japanese authorities not only have agreed to the proposed use of Nagasaki, but they also have assured the United States government that they will facilitate the movement of American troops and supplies as much as possible. The quartermaster's department of the army has provided a large number of transports of the Philippine service for use on the line between Nagasaki and Taku, and it is expected in this way to expedite the movement of troops to the following bulletin.
The secretary of state received this morning a dispatch from Consul Fowler at Chefoo, dated midnight, July 19, saying a Shanghai paper of the 18th said all foreigners were murdered. Fowler wired the governor demanding the truth. The governor replied that his courier left Peking on the 14th, and all there were safe, but Peking, east city, had been carried by the rebels, with the intent to kill.
IMPROVED TOURIST SLEEPERS
Railroads Are According to Demands of Middle Classes.
In response to the demands of the times the O. R. & N. and its connections are placing in operation a much better grade of tourist sleepers for Pacific Coast service than at any previous time. The largely increased traffic to this section of the country has demanded all the improvements of latter-day transportation, and in consideration of this the railroads are establishing a service which is excellent in every particular. Not only are the wishes of the first-class passengers served, but those who are traveling to and from the East on second-class tickets are splendidly cared for. There was a time when a tourist sleeper appealed to a limited number of people who were traveling on the "cheap" order, in every meaning of the term. Now, however, there has been a general change. With the better tourist sleepers in operation the class of passengers has been improved, and one may now travel upon them and enjoy all the privileges of a first-class sleeper at a greatly reduced rate.
Daily, on the O. R. & N. east-bound train, is attached one of these latest improved tourist sleepers, a model of beauty and handsome appointments. The new cars are almost an exact counterpart of the first-class sleepers.
One noticeable feature of the new tourist cars is the absence of a smoking apartment. The new cars being built by the Pullman Company are not provided with smoking apartments. This new departure has been taken because of the fact that most through trains are provided with composite cars, which provide a smoker for the sleeping-car passengers.
Two Mills Burned.
Spokane, Wash., July 23.—Fire this afternoon destroyed the large lumber plant of the Holland-Horr Mill Company and caused a loss of \$50,000; insurance, \$15,000. It also destroyed the Crescent shingle mill; loss, \$2,000; insurance, \$1,000. A spark from the engine of the Holland-Horr mill was carried into a dust bin. The dust exploded and in a minute flames were sweeping through the mill. Two workmen were knocked down by the explosion and burned about the face and hands. In an incredibly brief period flames had extended to the lumber yards and soon acres of seasoned lumber were aflame. It was the hottest conflagration since the great fire of '89. Three firemen were overcome by the intense heat and smoke, but recovered later.
Troops to Leave Arizona.
Chifton, Ariz., July 23.—Orders have been received to get in readiness for leaving six troops of the Ninth cavalry (colored), which are garrisoned at Fort Grant, Huachuca and San Carlos, established to protect settlers in the several Apache regions of Arizona. The negro troops will be relieved by four troops of the Fifth cavalry at Jefferson barracks, Mo. The action will likely call for a strong protest from settlers, who claim they would be left unprotected from sanguinary Indians if the changes were made. According to orders received the six companies will go to San Francisco, probably the last of the month.
French Victory in West Africa.
Paris, July 23.—The Matin publishes a dispatch from Tripoli reporting a French victory in West Africa and the death of Rabat, former Sultan of Bornu, in the Sudan. The eldest son of Rabat was wounded in the fight. Omar Benigrahim has been placed on the throne of Bornu.
Sympathetic Strike Threatened.
St. Louis, July 23.—A special to the Post-Dispatch from Dallas, Tex., says: It has been informally decided by the Trades Association and American Federation of Labor that unless the strike trouble on the Consolidated street railway lines are settled by next Sunday, there will be a general walkout of the trades for the purpose of showing sympathy and through a general boycott and suspension of business companies arbitration. There are 4,000 men in the trades who will respond, it is said.

SHIP CUT IN TWAIN

Cunard Liner Campania Collided With a Bark.
THE SAILED IMMEDIATELY
Kerns of Her Crew Were Drowned—Campania Not Much Damaged.

London, July 24.—A dense fog hung over the Irish channel yesterday morning, and the Cunard liner Campania, en route from New York for Liverpool, struck the Liverpool bark Embleton, bound for New Zealand, amidships, cutting her in twain. The Embleton sank immediately. Seven of the crew were rescued, but it is believed the other 11 members of the ship's company, including the captain, were drowned. The Campania had her bows stove in, but arrived safely at Liverpool, five and a half hours late.
The Campania had a narrow escape from serious disaster. The fog had delayed her passage since Friday noon, and a tender went out from Queenstown four miles, as Captain Walker would not take the liner near shore. At Tuskar light, the fog was becoming denser every moment. When the Campania was about 30 miles northeast of the light a phantom ship rose suddenly, without warning, directly across her bows. Thirty seconds later the phantom had become a solid sailing vessel, into which the liner crashed, her steel forefoot going through the Embleton like the clean cut of a sword, and the face of the sea was littered with splintered timbers, boxes, barrels, the upper works and lighter cargo, the deck houses and such things. Then there was nothing.
From the instant when the phantom came into view from the bridge of the Campania until the last vestige of the vessel vanished some 60 or 80 seconds had elapsed.
According to the Embleton's survivors, for nearly half an hour before the collision, the captain and first officer were below at breakfast, and although the fog whistle of a large steamer could be heard every minute, the bark never shifted her course. The helmsman receiving no order. When, at 8:25 A. M., the second officer, to use his own phrase, "heard the rush of a steamer's bows," he shouted down to the captain, who rushed on deck, but he was too late to give an order.
The Campania was under one-third steam. The captain, first officer and pilot were on the bridge. The engines were instantly reversed, and the helm put hard down. No precaution was omitted. Some of her passengers had even grumbled at what they called superfluous caution. After the crash and the sudden cries, the boats were quickly gotten out. There were no signs of panic; the crew was everywhere at their stations; the bulkheads were closed and everything possible was done to save life.
Some of the Campania's plates were bent by the collision; her forepeak filled with water; her foremast rigging broken short off and her steel rigging torn and twisted.
The passengers held a meeting, adopted resolutions of thanks to the captain and crew, and subscribed £700 for the relief of the survivors and the families of the lost.
Eighth Infantry for China.
New York, July 24.—Two companies of the Eighth United States infantry moved off the transport McClintock this afternoon and started for Fort Snelling, Minn. Other members of the regiment are en route from Cuba, and after the recruiting of the organization to its full limit, it will be sent to China. The men have been in Cuba 18 months, but they looked to be in fine condition. About 2,500 persons were at the docks to meet the soldiers, and the Young Men's Christian Association provided coffee and other refreshments. The other eight companies of the regiment were delayed by a storm off Cape Hatteras.

Cleared the Track and Saved Lives.
Three Lakes, Wis., July 24.—A laborer early to day removed a pile of ties from the Northwestern tracks, that had been placed there during the night, just in time to prevent the passenger train due here at 4:30 A. M. from striking them. He also removed a number of rocks from a bridge a short distance away. His actions probably saved the lives of 30 members of a local club, who were on the train.
Engulfed in a Lava Flow.
Yokohama, July 23.—Mount Azuma, near Bandai-san, which was the scene of a volcanic disaster in 1888, broke into eruption Tuesday, July 17. Hundreds of persons were killed or injured. Several villages were engulfed by the stream of lava from Mount Azuma, and great damage was done in adjacent districts.
Heavy Artillery for the Orient.
Fort Riley, Kan., July 24.—Rush orders have come for the seventh United States battery of heavy artillery at Fort Riley to proceed with all haste to the Orient, calling for orders at Nagasaki. General Merriam promulgated the order in Denver. The battery was organized during the Spanish war, and since that time has been idle. The equipment embraces the heaviest caliber guns in the service, with full complement of muzzles, attended by 250 men and 10 officers.

CASTLE CRAG TAVERN BURNED.

Dunsmuir, Cal., July 23.—Castle Crag Tavern, a fashionable summer resort in the Sierra mountains, was destroyed by fire, together with its contents, at an early hour this morning. There were 800 guests in the hotel. All escaped without injury. The fire originated in the laundry. The total loss is estimated at \$200,000. The hotel was owned by the Pacific Improvement Company, one of the incorporations of the Southern Pacific Company.