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Hood River Glacier.

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TO SAN FRANCISCO.
Leaving Steamship Wharf, Portland, at 12 Midnight, as follows:

STEAMER.	DAY.	DATE.
Oregon.....	Saturday.....	August 2
State.....	Wednesday.....	" 7
Columbia.....	Sunday.....	" 11
Oregon.....	Thursday.....	" 15
State.....	Monday.....	" 19
Columbia.....	Friday.....	" 23
Oregon.....	Tuesday.....	" 27
State.....	Saturday.....	" 31

Baggage must be checked either at Ash St. during the day, or by the U. C. & B. T. Co. No unchecked baggage will be received on the Steamers.
Ticket Office—First and Oak Sts.

TO PORTLAND.
Leaving Spear St. Wharf, San Francisco, at 10 A. M., as follows:

STEAMER.	DAY.	DATE.
State.....	Friday.....	August 2
Columbia.....	Tuesday.....	" 6
Oregon.....	Saturday.....	" 10
State.....	Wednesday.....	" 14
Columbia.....	Sunday.....	" 18
Oregon.....	Thursday.....	" 22
State.....	Monday.....	" 26
Columbia.....	Friday.....	" 30

No freight will be received on morning of sailing, except fruit and vegetables, and these will not be taken after 9 A. M.
Rates of passage (including meals and berth): Cabin, \$10.00; Steerage, \$8.00; Round trip, unlimited, \$50.00.

S. E. CROWE, AGENT, HOOD RIVER.

STATE AND TERRITORY.

Late Dispatches Gleaned From the "Great Only."

PROTEST AGAINST CHINESE TRANSIT

Irrigation Committee—Portland to Port Townsend—Arid Lands—No Fair at Spokane—Items.

SAN FRANCISCO, Aug. 25.—A mass-meeting was held last night in Metropolitan Hall under the auspices of the council of federated trades to protest against the decision rendered recently by Secretary of the Treasurer Windom, in the matter of Chinese in transit across the United States. Mayor Pond presided and a number of prominent speakers addressed the meeting, among them Congressman Morrow.

Resolutions were adopted protesting against the decision of Secretary Windom, and calling upon the present administration to at once take necessary steps to render the decision null and void. A copy of the resolutions was ordered sent to the president of the United States and to the secretary of the treasury.

The Irrigation Committee.

SAN FRANCISCO, Aug. 25.—The senate committee on irrigation and the reclamation of arid lands were driven over the city this morning in company with the members of the state board of trade.

It was learned from a member of the committee that in Idaho the committee found that there over 600 separate irrigating channels now in operation, with a total length of main of 1800 miles. Besides this, the laterals measure many hundred miles additional. It is estimated that some 6,250,000 acres in Idaho can be supplied with water at a cost of not to exceed \$1 an acre. There are no great engineering difficulties to encounter, and the whole of this immense area of fertile soil can be readily brought under cultivation.

Portland and Port Townsend.

PORT TOWNSEND, W. T., Aug. 24.—The steamer Olympian brought to this place today a railroad construction outfit, with which the Union Pacific will begin building the road from here to Portland. A corps of engineers and Captain Hill, superintendent of the Oregon Improvement Company, arrived with the outfit. The wharf was crowded with spectators upon the arrival of the steamer, all anxious to satisfy themselves that the outfit had arrived. Work will begin early next week. The Transcontinental people are fully aware of the importance of beginning work at an early date. The bonds require that twenty-five miles of road shall be completed by January 1, 1890, or the bonus will be forfeited.

The Arid Lands Committee.

SAN FRANCISCO, Aug. 24.—The senate committee on irrigation and arid lands of the West arrived in the city this evening. Tomorrow they will be given a dinner at the Cliff house by the reception committee and driven over the city. Monday they begin taking testimony on arid lands. Tuesday they go on an excursion to Monterey, and Wednesday start on a tour through San Joaquin valley, making stops at Fresno, Bakersfield and other points, thence they proceed to Los Angeles and San Diego. At Sacramento this afternoon the party were tendered a reception by the State Board of Trade.

At the Department of State.

WASHINGTON, Aug. 24.—The acting secretary of state today said that no communication from Minister Lincoln upon the subject of the Behring sea seizures had been received at the department. He had heard nothing, beyond what he had seen in the newspapers, from the British government of the intention on its part to request arbi-

tration, and, in fact, the department has had no communication from the British government upon the subject since Secretary Bayard quitted the office.

Excommunicated.

NEW YORK, Aug. 25.—A dispatch from Rome says King Humbert and Queen Margherite have been placed under the ban of the church. The sentence of excommunication is stated by the Venice Gazette, one of the best-informed and widely-circulated papers of the kingdom, to have been pronounced by the pontiff in person on the occasion of a secret consistory held a few days after the dedication of the Bruno statue. The assertion of the Gazette is universally believed, and there is much to corroborate the authenticity thereof.

Hippolyte President of Hayti.

NEW YORK, Aug. 24.—Dispatches from Port-au-Prince dated today at Mole, St. Nicholas, say that Legitime, the rival of Hippolyte for the presidency of Hayti, has abdicated. Legitime embarked on a French gunboat on August 22, and Hippolyte peacefully entered Legitime's late stronghold, Port-au-Prince, two days later. A temporary government has been formed. The American war ship Kearsarge has moved nearer the city, and Admiral Gherardi is master of the situation.

No Fair at Spokane.

SPOKANE FALLS, W. T., Aug. 24.—At a meeting of the Washington and Idaho Fair Association this afternoon, it was decided not to hold an annual fair this fall. This action is prompted by the fact that it would be impossible on account of the fire to provide accommodations for those who would attend; besides, all the members of the Fair association and citizens generally are too busy to give the matter the attention necessary to insure a successful meeting.

A Falling off in Immigrants.

NEW YORK, Aug. 24.—The statistics for six months show that 84,000 less immigrants have arrived at this port than during the corresponding period in 1888. The largest decrease is in Italians.

Wheat Enough for Home Supply and Large Quantities for Export.

Latest returns estimate the American wheat crop of 1889 at 500,000,000 bushels or nearly 85,000,000 bushels in excess of the crop last year. This will leave not less than 150,000,000 bushels of wheat for export. Last year the exports of wheat and wheat flour amounted to 121,000,000 bushels, notwithstanding the obstacles to the export trade that were created by speculative operations in the Chicago wheat pit.

In the present favorable conditions the corn crop of this year promises to be enormous. Last year's yield of Indian corn was estimated to be nearly 2,000,000,000 bushels, and it is probable that it will be exceeded considerably by the crop of this year.

Last year's exports of Indian corn and corn meal amounted to but little more than 35,000,000 bushels. But in consequence of the short crops of wheat and other cereals in Russia and Austria, the exports of Indian corn promise to be greatly stimulated in order to supply the poor of Europe with cheap bread.

The senate committee examining into arid lands and storage of water seem to get around over the country pretty lively. Before one can realize it they get from San Francisco to Omaha and back again. They will learn a good deal about railroad travel but we do not see how they are going to find out much about desert lands.

A fire at Port Costa, Cal., Monday morning destroyed 11,000 tons of wheat, three deep sea vessels and forty-two freight cars. Loss \$600,000.

It is estimated that 100,000 strangers are in Milwaukee, half of whom are veterans.

The charge against Judge Field has been dismissed.

YAQUINA BAY FREIGHT.

Another Instance of Canadian Pacific Competition.

A THOROUGH INVESTIGATION MADE.

Shipping of Freight for Government Work at This Port Not Done by the Federal Authorities.

SAN FRANCISCO, Aug. 25.—A well-known railroad man, who was watching a lot of machinery and materials which were being loaded into the Oregon Development Company's steamer at the sea wall, was heard to remark today: "Now there is an instance of how the Canadian Pacific can cut our throats. It looks very much to me," he said, "as if the Federal government were standing in with the Canadian Pacific to crush American transcontinental railroads. That machinery is going to Yaquina bay to be used on government work—the breaker there, and it came from High Bridge, N. J. It went from New Jersey into Canada, and came across the continent on the Canadian Pacific. At Vancouver it was transferred to the City of Pueblo which brought it to San Francisco. Here it is transferred to the Oregon Improvement company's steamer, and will go north, two-thirds of the way back to Vancouver, before it reaches its destination.

"Now don't you think there is something wrong about a system which permits the Canadian Pacific to haul that stuff such a long distance, handle it twice in transit and then lay it down in Oregon at a freight rate with which the Northern Pacific or Central Pacific can not compete?"

"But how does the Canadian Pacific do it?" was asked.

"On account of its differentials," said Thomas M. Knight, freight agent of the Northern Pacific, who was standing near.

In order to ascertain whether the Federal government was really shipping its freight destined for public work on this coast over the Canadian Pacific, an agent of the road in this city was called upon. He looked over his way-bills, but was unable to ascertain who had shipped the stuff to Yaquina bay. He freely admitted that on account of its differentials the Canadian Pacific could afford to handle freight twice in transit and still deliver it at a lower rate than the more direct American roads.

The agent of the Oregon Development Company could not tell from his books who were the original shippers of the freight.

Colonel George A. Mendall, supervising engineer of the government river and harbor work on this coast, was seen. He said that the work at Yaquina is in charge of another officer, so he did not know whether the government had shipped the freight or not. Still he thought it probable that the officer in charge of the work had contracted with the New Jersey firm for the delivery of certain material at Yaquina bay. In this case the contractor would naturally choose the road offering the best rates. Colonel Mendall considered it altogether improbable that the general government would ship anything over the Canadian Pacific, as American roads owe it immense sums of money.

IMMENSE GOLDEN NUGGETS.

The Largest Piece of Gold Yet Found was Worth Nearly \$150,000.

In order to correct many mis-statements that are going the rounds of the press in regard to the largest nuggets of gold ever found, the editor of the *Silver Dollar* desires to publish the following facts, which he obtained while Commissioner to the great mining exposition held in Denver, Col., in 1882. These facts were obtained from the gentleman

having charge of the Australian exhibit which included models of all the large nuggets discovered in that great gold field.

The largest piece of gold in the world was taken from Byer & Haltman's gold mining claim, Hill End, New South Wales, May 10, 1872. Its weight was 640 pounds; height, 4 feet 9 inches; width, 3 feet 2 inches, average thickness, 4 inches; worth, \$148,800. It was found imbedded in a thick wall of blue slate at a depth of 250 feet from the surface. The owners of the mine were living on charity when they found it.

Welcome Stranger nugget was found on Mount Mollagal, February 9, 1869, weighed 190 pounds, and was worth \$45,600. This nugget was raffled for \$46,000 at \$5 a chance, and was won by a man driving a baker's cart. It was sold to the bank for its true value and melted.

The Welcome nugget was found at Bakery Hill, June 9, 1859; it weighed 184 pounds, 9 ounces, 16 pennyweights, and was worth \$44,356; was raffled for \$50,000 at \$5 a chance, and was won by a small boy in a barber shop.

Lady Hotham nugget—named in honor of the wife of the Governor of New South Wales, was found in Canadian Gully, September 8, 1854. It weighed 98 pounds, 10 ounces, 12 pennyweights, and was sold for \$23,557.

Union Jack nugget, found at Buingorg February, 28, 1857, weight 23 pounds, 5 ounces, and was sold for \$5,620. It was found by a runaway sailor, who sold it for the sum named and spent the money in four weeks.

No name nugget, found at Eureka, Dalton's Flat, February 7, 1874, 50 feet below the surface, weighed 52 pounds, 1 ounce, and was sold \$12,500.

The Leg of Mutton nugget was found at Ballarat, January 31, 1853, at a depth of 65 feet. It weighed 134 pounds, 11 ounces, and was sold to the bank for \$32,380. This nugget was shaped like a leg of mutton, hence its name.

No name nugget, found at Bakery Hill, Ballarat, March 6, 1855, near the surface, weighed 47 pounds, 7 ounces, and was sold for \$11,420.

No name nugget, found in Canadian Gully, Ballarat, January 22, 1853, at a depth of 25 feet, weighed 84 pounds, 3 ounces, 15 pennyweights, and was sold for \$20,235.

The Kohinor nugget, found at Ballarat, July 27, 1860, at a depth of 160 feet from the surface, weighed 60 pounds, and was sold for \$16,680.

Sir Dominic Daly nugget, found February 27, 1862, weighed 29 pounds, and sold for \$6,240.

No name nugget, found at Ballarat, February 28, 1855, only 16 feet below the surface. The discovery was made by a small boy. The nugget weighed 30 pounds, 11 ounces and 2 pennyweights, and sold for \$7,595.

No name nugget, found at Weebville, August 1, 1879, weighed 12 pounds, worth \$2,280.

No name nugget, found at Ballarat, February 3, 1853, just 12 feet below the surface, weighed 30 pounds, and sold for \$7,360.

No name nugget, found in Canadian Gully, January 20, 1853, at 18 feet below the surface, weighed 93 pounds, 1 ounce and 11 pennyweights, and sold for \$22,350.

No name nugget, found at Bakery Hill, March 6, 1855, weighed 40 pounds, and was worth \$9,600.

Nil Desperandum nugget, found at Black Hills, November 29, 1859, weighed 45 pounds, and sold for \$10,800.

Oates & Delson nugget, found at Donnelly gold field in 1880, at the roots of a tree, weighed 139 pounds, and sold for \$50,000.

In addition to the above were the Huron nugget, worth \$20,000, and the Empress nugget, worth \$27,661.

Gold in the drift deposits has been found in larger masses in Australia than in any other county. Many large nuggets were found in California during the era of placer mining, but we have no record of any to compare with those we have described in Australia.

S. H. Blythe