

The Hood River Glacier.

It's a Cold Day When We Get Left.

VOL. 8.

HOOD RIVER, OREGON, FRIDAY, AUGUST 21, 1896.

NO. 13.

THE NEWS OF THE WEEK

From All Parts of the New World and the Old.

OF INTEREST TO OUR READERS

Comprehensive Review of the Important Happenings of the Past Week Cullied From the Telegraph Columns

A movement is on foot among prominent clubmen of Chicago to extend an invitation to Li Hung Chang, the Chinese viceroy, to have him stop over a couple of days in Chicago while en route to the Pacific coast.

Eugene Burt, wanted at Austin, Tex., for the murder of his wife and two children, about a month ago, was arrested in Chicago. The dirk with which the crime was committed was found on his person, and blood stains were visible on his straw hat.

A threshing engine, together with its driver and a team of horses, went through a bridge over Kriese creek, about nine miles west of Oregon City. The driver was slightly injured and one of the horses so badly wounded that it was found necessary to kill it.

John J. Brough, a well-known merchant of Manchester, Conn., has returned from a trip around the world which consumed exactly a year. Mr. Brough traveled on a bicycle wherever possible. Of the 60,000 miles covered by him, 40,000 were water; 12,000 in the wheel and the rest by railroad in the different countries.

Advices have been received by the war department from General Wheaton stating that three prisoners, supposed to be Yaqui Indians, were brought from Tubac, Ariz., to Nogales. They will be taken before the United States commissioner on a charge of violating the neutrality laws. They are believed to be members of the raiding party that attempted to loot the Mexican custom-house.

According to private advices received in Philadelphia ten of the crew of twenty-one of the sea bark Flora Steward, burned at sea several weeks ago, perished. Captain Oscar Smith took one boat with ten men, and the mate with nine other men got in the second boat. Captain Smith and ten men were saved, but nothing has ever been heard from the others. The sea was rough and probably the boat capsized.

By a collision between the yachts Meteor and Isolde during the race for the vice-commander's cup, at Southsea, Baron von Zedwitz, the owner of Isolde, was so badly injured that he died before he could be taken to a hospital. All the members of the crew of the Isolde were swept overboard when the yachts collided, but were rescued from the water by boats from the other yachts.

Ben Noyer, who was arrested upon suspicion of having robbed the Wilhoit stage, has been released from jail without having been given an examination upon the charge.

In a fight at Vodena, Macedonia, between 150 insurgents and 500 Turkish troops, the former were reinforced after four hours and routed the Turks, fifty of whom were killed.

Frank Farnsworth Barnard, aged 42, a tenant farmer well known in theatrical circles, committed suicide in New York by shooting himself in the right temple with a revolver.

The clubbers of Olympia, Wash., have formed a club, with a membership of 150, for the vigorous prosecution of a good roads crusade. They propose to immediately begin the improvement of the various roads leading out of the city.

The four-story mill of the Sperry Flour Company, at Paso Robles, Cal., was burned together with three adjacent cabins and a blacksmith shop. The mill was valued at \$35,000, and the stock of wheat and flour on hand was worth \$12,000, and it was a total loss. There was \$20,000 insurance on the building.

A dispatch from Egypt says: "To show the utility of any hope of arresting the course of cholera at present, during the week before last fresh outbreaks occurred in sixty-nine different places and last week in eighty-seven. During the seven days to August 1, 1,200 deaths were reported, and in the following six days 1,700 deaths."

Judge Noble denied the application of the Brown Hoisting Company's locked-out employes for an injunction to restrain Mayor McKisson, of Cleveland, from calling additional militia into service; to restrain the Brown company from arming its employes and to compel the company to carry out the agreement made with the locked-out men on July 27.

The cannery and machinery of the Anderson (Cal.) Canning & Packing Company, owned by Dan Grover and B. T. Ryan, burned. The cannery was worth \$8,000. A stock of dried fruit worth \$700, 300 sacks of wheat and a large quantity of tin was also destroyed. There is no insurance. Two adjacent cottages owned by Dan Grover and J. T. Ryan, valued at \$700, were also burned.

Ice Famine Threatened.

St. Louis is seriously threatened with an ice famine. Prices have been steadily advancing since the opening of the season until now they are up to the highest point reached in this city for several years. This week there was an additional increase of \$1.25 per ton to the trade and another increase may be expected soon. The price to double what it was at any time last year. Ice is being shipped in from remote northern points, but the demand cannot be supplied.

An American Citizen Shot.

A young man named James F. Howard is now in the hospital in Juarez, Mexico, with two bullet holes in his body. He became involved in a quarrel with Mexicans and shot three of them dead. They had attempted to assault him. He was seriously wounded in the fight, but managed to escape.

A Demand by Terrell.

United States Minister Terrell has demanded the immediate release of six Armenians (naturalized Americans) imprisoned at Aleppo. Terrell has notified the Turkish authorities that the further imprisonment of Americans would not be tolerated.

Trans-Oceanic Record Broken.

The steamship St. Paul, from Southampton, crossed Sandy Hook in six days and fifty seven minutes, beating the new record made last week by her sister ship, the St. Louis, of six days, two hours and twenty-four minutes.

Drowned in the Columbia.

Mark Van Bibber, a son of W. H. Van Bibber, of The Dalles, was drowned in the Columbia river near that city, where he was swimming in company with several companions. The body has not been recovered.

Fifteen Horses Poisoned.

Twelve of the fifteen horses belonging to Charles A. Worth, of San Francisco, are dead and three are under treatment for arsenical poisoning. The poison was administered by an enemy unknown.

Daniel Pullen Missing.

Daniel Pullen, a prominent farmer of Lapush, Wash., suddenly became insane last Sunday and left his home and has not since been seen or heard of. It is believed he has committed suicide.

Floods in India.

A London dispatch from Bombay says heavy floods have been caused by the rising of the river Kistnah. Immense damage was done, and thousands rendered homeless. A river boat was capsized and 200 persons drowned.

Regulators Sadly Needed.

The violent demonstrations by the turbulent elements of Belleville, Ill., against the Salvation Army which have occurred at frequent intervals on the public square for a year past, at last culminated in a riot. For over two hours the mob surged around the little band of Christians, cursing, pushing, striking and creating a perfect bedlam of discordant noises. One of the army flags, on which was the stars and stripes, was torn from its staff and trampled upon. One of the women, who was struck on the head by a missile, was about the only one seriously injured.

They Saw a Large Meteor.

E. Simmons, wife and two daughters were sitting in the yard at their home in Chicago when they saw a meteor descending and aiming directly toward them. Terror overpowered them, bound them to their seats and prevented their fleeing. But fortunately while the mass of molten metal was 100 feet from them it burst, and the fragments scattered with a report like a cannon, the hissing sound which had been growing in intensity culminating in a last dying gasp. No fragments could be found.

Death in the Forest.

A great rain storm burst over Pittsburg and vicinity, deluging a territory several miles in extent, swelling the streams into torrents, sweeping away bridges and sending a score of human beings into eternity. The storm is attributed to the approach of a cool wave from the Northwest. Great damage was done by water in various parts of the city. The streets were covered by debris, car lines tied up and tracks blocked. At Dehaven, a small town near the Wildwood oil well, six people were drowned.

A Boiler Exploded.

A hundred and fifty horse-power boiler at the Lockville Brick & Tile works, near Maximo, O., exploded with terrific force, completely wrecking the building. Isaiah Johnson, an engineer, had his back broken. He will die. Samuel Snider was badly injured about the head and had his breast crushed. He cannot recover.

Train Ran Into a Washout.

An eastbound mail train from Chicago on the Lake Shore road, ran into a washout seventy feet long and thirty feet deep near Otis, Ind., and the entire train, except the day coach, plunged into the big hole. The engineer, James Griffin, and the fireman, Michael Roche, were almost instantly killed. No one else was injured.

Florence, Kan., is proud of being the residence of a humane lady, who bought an ear trumpet for her pet dog.

THE TREASURY SHORTAGE

Delays Caused to River and Harbor Work.

RED-TAPE GREATLY LENGTHENED

Work on the Lower Columbia Will Soon Be in Progress—Other Northwest Improvements Were Approved.

Washington, Aug. 19.—It is a well-known fact that the shortage in the treasury delays not only river and harbor work, but all other public works. The various objects for which appropriations have been made in the Pacific Northwest are no exception to the rule. This is the case especially if the improvement contemplates spending a large amount of public money or contracting for the expenditure of a very large amount of money in the future.

The different government officials will not admit that it is because the expenditures are exceeding the receipts from five to fifteen millions every month that they do not push along government works faster. They will always point out that there are delays that cannot be avoided, and the red tape which surrounds every government enterprise can be very greatly lengthened when there is a tip from the heads of the different departments that the refusal to spend money, even when appropriated, will be appreciated by the administration.

The appropriations made in the last river and harbor bill were very large, especially those which carried provisions for contracts and involved the future expenditure of large sums of money. It is learned at the war department that the secretary is proceeding very cautiously with the matter of continuous contracts. Very few projects for such improvements have been approved by Secretary Lamont, and in many cases the engineers have not yet submitted the projects to him, and in several cases the local engineers have not yet forwarded the papers for the proposed projects to the chief of engineers at Washington.

For Yaquina, a provision was made for a million-dollar contract. Nothing has been done about it.

The project for the improvement of Coos bay is now before the secretary, having been approved by all the engineers through whose hands it has passed. The secretary has approved the project for the improvement of Tillamook bay, where \$17,000 are to be expended. In fact, all the smaller projects, in both Oregon and Washington, have been submitted and approved, and it is expected that the engineers in charge will direct work to be done at once.

The boat railway matter still rests where it has been for a long time. Although more money was appropriated for it in the last bill, nothing has been done, because the right of way has not yet been obtained.

Some progress has been made in the matter of expending the appropriation of \$200,000 for the improvement of the upper Willamette and Yamhill rivers, more particularly the Yamhill. The improvement of the Yamhill calls for a lock and dam, and the project has not yet been submitted by the local engineer. A snagboat has been secured for the Willamette, and the engineer officers here say that work of clearing the river will begin at once.

There is no probability of anything being done at Port Orford at present. The matter of transferring the old appropriation for a harbor of refuge to a harbor to be built at that point is left with the secretary of war. It is not likely that the secretary of war will approve it.

The money appropriated in the sundry civil bill and the \$50,000 additional in the river and harbor bill, for completing the work at the Cascades, will be expended at once, as the secretary of war has approved the project submitted. The secretary has also approved the project for the expenditure of \$100,000 on the mouth of the Columbia from the mouth of the Willamette to Astoria, and also the project for expending \$50,000 of the money not used for the deep channel at the mouth of the Columbia to be used on the river opposite Astoria. Unless the engineers have found cause for delay, these works ought to be progressing.

The project for expending \$67,000 on the Columbia river to improve it from the mouth of the Willamette to Vancouver has not yet been submitted by the local engineer. The project for expending \$5,000 on the Upper Columbia and \$25,000 on the Clearwater river have been approved.

The Li Hung Chang Reception.

Washington, Aug. 19.—The president will receive Li Hung Chang on the 31st of this month. Li will not go to Gray Gables. The reception will probably take place in New York. Arrangements for a reception to China's premier are being made, and will probably be announced by Private Secretary Thurber from Gray Gables.

Saw Mill Boiler Exploded.

Salisbury, N. C., Aug. 19.—At Troy today the boiler of Tefft's saw mill exploded, killing five men and injuring four.

LAURADA SCARE OVER.

Facts Satisfactorily Explained to the Spanish Secretary of War.

Madrid, Aug. 18.—The Duke of Teatnan, Spanish minister of foreign affairs, has received from Washington a dispatch giving satisfactory assurances regarding the alleged filibustering expedition of the Laurada.

History of the Case.

Washington, Aug. 18.—The steamer Laurada, referred to in the Madrid dispatch, has figured frequently in the claims made by Spanish authorities that American merchants were engaged in filibustering operations. In January last the then captain of the vessel was indicted in the federal courts of South Carolina, but was acquitted after a jury trial. Frequent reference has been made to the experience of the Laurada at many ports in May last. The captain on that occasion failed to take out health papers required by the law, and this led to the surveillance of the Laurada by the Spanish war vessels. It is claimed that ten Cubans were thrown into the water after the Spanish war vessel put in an appearance. It was also represented at the time of the appearance of the Spanish cruiser that thirty men were drowned, owing to the precipitated haste in getting ashore to avoid apprehension. The Spanish authorities had taken no proceedings toward apprehending the vessel or arms in accordance with the neutrality law.

CORNWELL'S THREE WIVES.

Dead Engineer's Widows Surprise Each Other at the Funeral.

San Francisco, Aug. 18.—George W. Cornwell, the oldest locomotive engineer on the coast division of the Southern Pacific, died recently, and at his funeral three women appeared, each claiming to be his widow. Two used the name of Mrs. Cornwell, but the third said she had been married to the deceased under the name of George Parker. The one of the three who has known Cornwell longest is known as the San Jose widow, because she resides in that city. She declares the dead engineer is the father of her son, aged 35. Cornwell lived with her from 1860 to 1872. Then he met and married the woman who is known as Mrs. Cornwell, at 1802 Howard street. In 1888 Cornwell met Mrs. Parker, and telling her his name was the same as that of her former husband, George Parker, married her. He installed her in a house a block from that of Mrs. Cornwell No. 2. Mrs. Parker knew nothing of the other two wives, and No. 2 was not aware of the existence of No. 3, in whose house he died. The engineer was 59 years old, and had been on the Pacific coast thirty-six years, all of the time in the employ of the Central and Southern Pacific railroads. He leaves only about \$3,000, his earnings having gone to support his numerous wives.

BOY'S TRAGIC DEATH.

He Falls Under the Wheels of a Salem Electric Car.

Salem, Or., Aug. 18.—Willie McDonough, a 14-year-old boy, was run over and killed by a car of the Salem Motor Railway Company, in North Salem, this afternoon. The accident occurred in front of the residence of Harvey Massey, at 5-15, as the car was coming from the fair grounds toward the city. The unfortunate boy, in company with two other boys, was passing the Massey residence just as a horse was being led through the gate into the street. At this juncture the street car came along and was on the down grade. The horse frightened, and in the attempt to get out of its way, Willie McDonough started to cross the track and was struck by the car. The car passed entirely over his body, mangleing the head terribly. Traces of blood were left for fifteen to twenty feet along the track. The body was picked up fifty feet or more from where the boy's companions stood, leaving it uncertain as to how far the car may have dragged it. The boy's father, Harris McDonough, met with a similar fate just four years ago, in being run over and killed by a railroad train near Cincinnati. Joseph's step-father, in Portland, is the boy's wife-father.

NOTED CAROLINIAN KILLED.

By a Negro Boy After Both Had Exchanged Shots.

Spartanburg, S. C., Aug. 18.—Captain John H. Blessingam, one of the oldest and most respected citizens of this city and state, was shot and killed this afternoon by Chris Cannon, a negro boy. Captain Blessingam was alone in his sister's house, and Cannon entered the house for the purpose of robbing it. Pistol shots were heard, and the negro was seen running from the house. Captain Blessingam was found dead, shot twice through the head. The negro was tracked to a house half a mile distant, where he was found shot through the chest. Two empty pistols found in the house indicate that both parties engaged in the shooting. The negro was taken to jail. His wound is not thought to be fatal. There is some talk of lynching, but the law will take its course.

Captain Blessingam was a member of one of the most prominent families in the state, and a man respected and honored by all.

UNION PACIFIC RAILWAY SUED

Telegraph Operators Have a Grievance.

SUBMITTED IN A PETITION

Interesting Outgrowth of Judge Caldwell's Famous Order of March, 1894, Regarding the Wage Schedules.

Omaha, Aug. 18.—A suit has been filed in the United States circuit court, which is likely to demonstrate just how great permanent benefits the men on the Union Pacific are to reap from the famous wage schedule conference held before Judge Caldwell on March 18, 1894. Among the other results of this famous conference, in fact, the result it was called to accomplish, was the adoption of a wage schedule and code of rules which was to govern the relations of the men and the receivers. Among the rules was one which provided that no man should be discharged without just cause, and another was that the schedule of the pay fixed upon at that time was not to be altered, except by order of the court. The men in the telegraph branch of the service allege that both of these provisions have been violated, and on this the issue will be joined in a case which was filed yesterday in the United States court.

In this case J. T. Weybright, L. M. Tuder, L. Rosenbaum and N. A. Smith, representing the Order of Railway Telegraphers, members of the joint protective board of the employees of the Union Pacific system, appear as plaintiffs. The petition reiterates the order entered by Judge Caldwell, at the conclusion of that hearing in March, 1894, and the conference leading up to it. Then they proceed to state that the following rates of pay for telegraphers were fixed by that order: Rogers, \$62 per month; Benton, \$67; Aldas, \$62; Boone, \$45; Rockville, \$45. Without notice to the men or to the court, and in violation of that order, the petition states the wages at these stations have been reduced as follows: Rogers, \$35; Boone, \$25; Benton, \$35; Aldas, \$35; Boone, \$25; Rockville, \$25. They petition the court that the wages of the men be restored to the amount named in the schedule, and that the difference between the amount they have received since the reduction be paid to them.

By far the most important portion of the petition is contained in the next paragraph. In it the petitioners allege that the managing officials of the company are hostile to organized labor, and particularly to the Order of Railway Telegraphers, and that a systematic effort has been made to weed out the leaders in the order by summarily discharging them without cause. Among these are cited F. E. Gilliland and F. R. Dresbach.

The telegraphers have another grievance which will be brought to the attention of the court in a petition which will be filed soon. It has been the custom of the Union Pacific for a long time to deduct from the pay of each man on the system the sum of 40 cents per month for the maintenance of hospitals on this system. The telegraphers allege that they receive no benefit from the hospitals, except in case of the very few who reside at the places where they are maintained. They complain they are not given an accounting of the expenditure of the money collected for this purpose from the men, which they allege amounts to \$100,000 a year, and that if they must pay, they are entitled to know what becomes of the money. They will also allege in the petition that the at present time the Union Pacific does not maintain any hospitals, simply having the use of a small number of cots in hospitals conducted by private parties or associations, and the expense attached thereto is not sufficient to warrant the collection of the amount of money that is at present taken from the employes.

ENGLISH THIEF CAPTURED.

Robbed the London Postoffice of \$2,000 and Fled.

Boston, Aug. 18.—Henry Borfield, of London, England, was arrested today as he landed from the Cunard steamer Pavonia, on a complaint of British Vice-Consul Keating, charging him with the embezzlement of \$415 from the London postoffice. Borfield is a postoffice employe in London, and is charged with taking the money from two packets. His wife, who is a bride of only a month, is detained by the immigration officers as an undesirable person, while Borfield is in jail awaiting extradition. Borfield made a confession and turned over \$1,600 of the stolen money. He will be arraigned before United States Commissioner Finke.

Baltic Canal Satisfactory.

Berlin, Aug. 18.—The Zietung records Emperor William's pleasure at the success of the passage of the thirty-nine men-of-war through the Baltic canal last Thursday. These men of war moved at a rate of speed essential for naval maneuvers, and their successful passage through the canal under force draught, is regarded as an indication that the new canal will be perfectly accessible in case of emergency for the largest iron-clads.

Fusion Agreed Upon.

Ellensburg, Wash., Aug. 17.—Fusion of the Populists, Democrats and free-silver men who left the Republican party has been effected in the state of Washington, and the name of the new party will be the "People's party." This was brought about tonight, when the Populist convention decided to allow the Democrats to nominate one congressman, in addition to the other officials allotted to them.

HE WILL NAVIGATE SPACE.

A San Francisco Man Has Designed a New Airship.

San Francisco, Aug. 17.—Dr. C. A. Smith is more enthusiastic than ever over his flying machine since he received a telegram Wednesday from Washington informing him that a patent had been granted on his device for sailing through the air. A city last Saturday to build Smith's airship, navigating air vessels and carrying on a general business in them. I. J. Truman, president of the Columbian bank, and George T. Garden are among the stockholders. The attorney for the company is M. M. Estee.

These well-known men declare that Smith's machine appears feasible as a mechanical proposition, and that it is really a most ingenious solution of the difficult problems that have faced the scientific aeronaut. Smith himself claims it will lift itself and additional weight, and more than that, he can so control its flight as to practically imitate a bird on the wing. This means that the airship can be lifted from the earth and depressed at the will of the engineer, who may also steer his vessel hither and thither, describe circles regardless of the wind, and perform evolutions like a ship at sea.

It is still further claimed for this wonderful invention that it can be driven into the very teeth of the storm.

Indeed, if all that is claimed for it proves true, the long-talked-of airship will soon be an accomplished fact.

The company intends to open a workshop at once and begin the construction of Dr. Smith's first airship. And in the course of a few months, the expectation of seeing the machine arise and float aloft will be very strong.

INDUSTRIAL EXPOSITION.

Will Be Held in Portland From September 19 to October 17.

The coming Oregon Industrial Exposition which opens in Portland September 19 and closes October 17, promises to be a pronounced success. The citizens of that enterprising city have subscribed over \$10,000 to carry out the plans, which are now being arranged on a more elaborate scale than ever before. It looks already as though every available inch of space allotted to exhibits in the grand building will be occupied. A splendid military band has been organized and will be under the leadership of Mr. G. Oechsle, late of Gilmore's composed band, and a leader and composer of great ability. The admission price has been fixed at 25 cents, and the same interest manifested in the Portland fair last year will doubtless be much increased this year on account of the overwhelming success of the Exposition of 1895, when the management in every respect kept faith with the public and provided such attractions as had never before been seen on the coast.

DID IT ALONE.

Garrett, the Encinada Gold-Bar Robber, Has Confessed.

San Diego, Cal., Aug. 14.—Garrett, the Encinada gold-bar robber, has confessed to the Mexican officers. He says no one was implicated with him, and he opened the safe by a combination. He was taken to show how it was done, and was offered by the officials to Riverrall's office, where in a few seconds he opened two safes by the combination. He says Pratt is not guilty, and that on the night of the robbery, he got Pratt drunk and robbed the safe alone. When captured Garrett carried firearms and a canteen with water, enough to withstand a long siege.

The governor has sent out boats and armed men to overhaul the schooner Pekin, which took Garrett to Lower California.

Counterfeiting Dollars.

Washington, Aug. 17.—The secret service bureau of the treasury department has been requested to look into a report of extensive counterfeiting of United States silver dollars in one of the Central American states. The information comes from a Mexican paper, and was sent to the state department by Minister Ransom. It states that in one of the Central American states a company has been organized by Americans who have purchased the silver dollars of the state worth 47 cents, and coined them into American dollars. It is said that 2,500,000 of these dollars have been shipped into this country, where they have passed at par. The story is discredited at the treasury department, and it is said it would be impossible to ship any considerable number of coins into this country without the counterfeit being discovered. If counterfeiting has been going on, the guilty persons could be punished under the treaties providing for such crimes, which have been made with nearly all countries.

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