

The Hood River Glacier.

It's a Cold Day When We Get Left.

VOL. IX.

HOOD RIVER, OREGON, FRIDAY, JUNE 18, 1897.

NO. 4.

CURRENT EVENTS OF THE DAY

Epitome of the Telegraphic News of the World.

TERSE TICKETS FROM THE WIRES

An Interesting Collection of Items From the New and the Old World in a Condensed and Comprehensive Form

Howard A. Scott, who murdered his wife in October last was electrocuted in Sing Sing prison, N. Y.

A fast freight train on the Santa Fe railroad was ditched near Elma, Mo., and three tramps and a brakeman were killed.

The United States government immigrant station, on Ellis island, New York harbor, was destroyed by fire, but with no loss of life.

Assistant Quarantine Officer Blue declared that the disease on the City of Para, now at Angel island quarantine station, San Francisco bay, is yellow fever.

A serious landslide occurred near Briega, canton of Valais, Switzerland. Part of the forest there and a number of buildings have been buried. There was no loss of life.

The state department has been informed by Consul-General Lee of the release of Remedios, an American, arrested at Porto Cabanas, May 28. The man was released Friday.

Sir Henry Irving unveiled a memorial statue to Mrs. Sarah Scott-Siddons, the famous English actress, on Raddington green, London, where her remains were interred 66 years ago.

While Professors Marksburn and Richards were practicing on a flying trapeze at Fiesta Park, Los Angeles, they fell to the ground and Richards sustained internal injuries which will probably result fatally.

Firemen extinguished a fire at the home of Grant Prestel, a laborer, at Dayton, O. They found the charred bodies of Rose Prestel, aged 16, and Albert Prestel, aged 2 years. The children played with matches and set fire to the house.

The southbound express on the Grand Rapids and Indiana, was derailed near Riggeville, Ind. The rails are said to have spread, ditching the engine, tender, mail and baggage cars. The engine was totally demolished, instantly killing the engineer.

The Pacific Mail steamship City of Para, now in quarantine in San Francisco, brings details of the loss in mid-Pacific of the British ship Buckhurst, on April 4 last, she having picked up part of the crew of the ill-fated vessel on May 2, when 800 miles off the Nicaragua coast, and landed them at Punta Arenas. The Buckhurst caught fire, and the crew after working ten days to quench the flames, were compelled to abandon her.

A special dispatch from Buchal, Island of Madeira, off the west coast of Morocco, to a London paper, says that on the arrival there of the British steamship Scot, which left Table bay (Cape Town) June 2, for Southampton, it was announced that Barney Barnato, the South African diamond king, who was among the passengers, had committed suicide by leaping overboard. His body was recovered. Barnato was known all over the world and was worth at one time £100,000,000.

An epidemic of cholera has broken out in Bangkok.

Proof is positive that Dr. Ruiz, the American, was murdered in a Spanish prison in Cuba.

A boiler exploded in the print works of Norcoga Bros., Puebla, Mexico, killing 60 or more persons.

Fire destroyed \$80,000 worth of property in Cairo, Ill. Twenty-five head of horses and a number of dwellings were burned.

A cloudburst, which caused the river Morge in France to rise suddenly, wrecked over 500 factories and workshops and desolated many small towns.

It is said in Astoria, upon what is apparently good authority, that Malcolm W. Sale, of Young's River, whose disappearance in March last created somewhat of a sensation, is alive and well.

Earthquakes were experienced in the state of Oaxaca, Mexico, and some damage was done on the isthmus of Tehuantepec, where slightly constructed houses were cracked. One shock lasted 40 seconds.

Jerome Smeathers, his wife and seven children were poisoned at Yelvington, Ky., with Paris green, which accidentally fell in a bucket of water. One child is reported dead, two dying and possibly none will recover.

Owing to engineer and conductor forgetting orders a freight train crashed into a work train, both going at a high rate of speed, near Hudson, Wisconsin, and four workmen were instantly killed, three bodies being burned.

The department of state has been officially informed that an international conference will be held in Berlin from October 11 to 16, 1897, to discuss the leprosy question. There will be lectures and exhibits connected therewith.

TO GO TO SPAIN.

Calhoun, Not General Woodford, Will Be Minister at Madrid.

New York, June 16.—A dispatch from Nashville, Tenn., says that ex-Commissioner Calhoun, who went to investigate the Ruiz case and the general condition of things in the island of Cuba for President McKinley, is the man who is most likely to be named for minister to Madrid, and not General Stewart L. Woodford.

Secretary Sherman said today: "No, General Woodford's name has not been mentioned to me by the president in connection with the post of minister to Spain. I know General Woodford, and he would be an excellent man for the place, but as I understand it, Mr. Calhoun, who has just returned from Cuba, is to be sent to Madrid as the representative of this country at the Spanish court. There have been a good many conflicting reports made in regard to this mission, owing to its importance at this time and because the president has really had in mind several gentlemen for the place."

Morgan Has a Theory.

New York, June 16.—A dispatch to the World from Washington says: Senator Morgan in an interview last night said:

"I have information from most reliable authority that Cuba is under the control of a completely organized civil government, stronger than it is ever before, and so established that it is impossible now for the Spaniards to overthrow it. The Cubans have, by the natural resources of that part of the island in which they are dominant, sufficient food and supplies to sustain them to the end. The tactics of General Gomez baffles the Spaniards effectually.

"In the meantime the situation is so grave in Spain that the government is obliged to keep at home all of its regular army of trained, seasoned, disciplined troops, an army of 80,000 men, 50,000 of whom might have been landed on the island and swept it from one end to the other. But that is now out of the question. These soldiers are wanted at home to meet dangers that are threatening the throne. The Spanish government is afraid to put in control a man in accord with its policy.

"It is impossible for me even to conjecture what President McKinley will do, although I am not at all inclined to impute to him unpatriotic motives. But whatever this government may do, I am satisfied that this is one revolution which will not go backward. Work has already been accepted and established which must result in the independence of Cuba.

"The senate's action defining the relations between Spain and Cuba is a firm and irrevocable declaration that there is war in the island of Cuba.

"The administration is subjected to the pressure of two classes of American citizens concerning themselves about purely business matters. One is that which is said to have between \$50,000,000 and \$100,000,000 invested in the island. The other is the class which in this case, as well as in every case like it, avail themselves of the opportunity to make money out of the dilemma and distresses of others, which would have as the basis of Cuban independence the issuance of \$50,000,000 of bonds, one-half to be devoted to replacing the losses sustained by Americans and the other half to go into the pockets of the bondholders and bond-placers. This government I think is now in a state of contention with these influences. No matter how earnestly the president may believe in doing justice to Cuba or how great his desire to promote her independence or his zeal to take care of our people and the rights of the island, he is handicapped by the crowd that are only seeking to make money out of the misfortunes of others."

A Cowardly Assassination.

Iraputo, Mexico, June 16.—While William R. McNeel, a 17-year-old American, accompanied by W. R. Smith, another American, was passing along the street here early at night, an unknown Mexican stepped up behind McNeel and fired a pistol, killing him instantly. The cause of the murder is unknown. McNeel had been here only a few weeks studying Spanish. He was from San Antonio, and was a son of Captain P. J. McNeel, a well-known Texas ranger. Nothing has been heard from the family of the murdered boy, and the remains will be buried here. The Mexican who did the killing escaped.

The Ax Is Swinging.

Washington, June 16.—The effect of the recent ruling in the postoffice department order to consider as vacant all offices which are due to expire between now and July 1, was apparent today when 153 fourth-class postmasters were appointed in this administration. Seventy-two of the vacancies were created by removals.

Peace Conference Adjourned.

Constantinople, June 16.—A further adjournment of the peace conference has taken place at the request of Tewfik Pasha, on the ground that the sultan has not decided on the retention or evacuation of Thessaly. The other points for the arrangement of permanent peace, with exception of the amount of indemnity, have been practically settled.

DIED TRYING TO SAVE OTHERS

Fatal Accident on the O. R. & N. Near Portland.

ENGINE RAN INTO A HAND CAR

Charles A. Rathbone Fatally Injured While Attempting to Rescue a Boy Who Was Also Killed.

Portland, Or., June 15.—A west-bound special train on the line of the Oregon Railroad & Navigation Company collided with a hand car half a mile west of Rooster Rock at 4 o'clock yesterday afternoon, instantly killing Robert Dunne, the 6-year-old son of Section Foreman Dunne, and injuring Charles A. Rathbone so that he died within half an hour. Both Rathbone and the boy were passengers on the hand car. Rathbone had reached the ground, and would have been saved had he not heroically attempted to rescue the child.

The special train consisted of an engine and the special car of Superintendent O'Brien and party, who were returning from a tour of inspection over the road. The car was ahead of the engine, and the passengers were all in the forward or observation end at the time of the accident. The train was running about 20 miles an hour, and was just rounding a sharp curve when the hand car was seen coming down the track with a party consisting of two men, two women and two children on board. It was Dunne and Rathbone, with their wives, and Dunne's two children.

Engineer Whipple saw the hand car as soon as did the party on the observation car, and instantly applied the air-brakes. The train was within 100 yards of the hand car, however, when it was discovered, and it was impossible to check the speed in time to prevent a collision. Both Rathbone and Dunne took in the situation at a glance, and would have got the party safely off and the car off the track had it not been for the women, who, paralyzed with fright, refused to move. The men got to the ground at the last minute. Dunne was just about to seize his wife, and Rathbone, whose wife had finally managed to jump off, was endeavoring to rescue the little Dunne boy, when the crash came.

The boy was thrown under the wheels of the car and instantly killed. The step struck Rathbone in the head while, oblivious to all else save his purpose to save the boy, he was bending forward, and crushed his skull.

Mrs. Dunne and her daughter were thrown from the hand car, but were unhurt. The train was brought to a standstill after the hand car had been pushed several rods, and the party in the observation car ran to the assistance of the victims of the accident. The child was lying in a cut near the track, dead. Rathbone lay near him, still breathing, with a gash in his forehead, which told that he had not long to live. The two women, as soon as they recovered from the shock of the accident, were nearly frantic with grief. Rathbone was carried on board the train, and the body of the child was taken to the home of its parents at Rooster Rock. Mrs. Rathbone accompanied her dying husband, and was at his side when he expired, shortly before the train reached Portland.

The place where the accident happened was a sharp curve, which Dunne had neglected to flag when he rounded it with the hand car. The men on the car and their wives and the two children of the former had been on a pleasure excursion to Corbett, three miles below Rooster Rock, and were returning when the accident occurred.

Charles A. Rathbone, the man who was killed, was a farmer by occupation, and resided at Rooster Rock. He had but recently returned from his mine in Skamania county, and had been with his wife but a few days. Rathbone was a man of fine character, and was highly esteemed by every one who knew him.

Murder in Medford.

Medford, Or., June 15.—Word reached this city this morning that L. C. Quisley had been shot and instantly killed by "Doc" Scraggs, at the Whipple ranch, near Prospect, about 40 miles from here. The shooting occurred yesterday, and Scraggs claims self-defense. He says that Quisley was in the act of carrying hay from his field, and when he attempted to stop him, Quisley dropped the hay and made a charge upon him with the fork, sticking the prongs into his leg, whereupon he shot him with a rifle. Coroner Kirschgessner and Deputy District Attorney White have gone to the scene and will hold an inquest, and until then the facts will not be fully known.

A Wreck on the Cotton Belt.

Stuttgart, Ark., June 15.—A wreck occurred on the Cotton Belt railroad nine miles southwest of here last night at 7 o'clock. A local freight was ditched on account of a culvert burning out. The engineer and fireman jumped and saved their lives. Six cars were wrecked and burned. Two tramps who were stealing a ride were injured, and one riding the rods under a car was smothered and burned to death.

DEBATE GREW WARM.

The Fiery Tillman Discusses the Sugar Question With Hoar.

Washington, June 16.—The senate debate on the sugar schedule of the tariff bill proceeded today with only one diverting incident to relieve the monotony into which the discussion has lapsed. This was a sharp exchange between Hoar and Tillman, representing the two extremes of senatorial procedure. Tillman referred to published charges of irregularity in connection with the sugar schedule, and asserted that the senate would stand convicted before the American people if it failed to investigate the charges. Mr. Hoar calmly and impressively repelled this statement, his tone and language being calculated as a rebuke. He declared that the vague charges of irregularity were not only preposterous, but infamous.

Allison, in charge of the bill, made another speech in defense of the schedule, presenting tables which he declared proved that the sugar refiners received less protection under the senate schedule than under the existing law. Pettigrew spoke at length in favor of his amendment to place on the free list articles controlled by trusts, severely arraigning the various trusts. Allen urged legal procedure against the trusts. Only one roll-call occurred during the day, on Lindsay's amendment to place all sugars on the same basis. This was rejected, 26 to 29. McEnery voted with the Republicans in the negative, and Pettigrew and Mantle with the Democrats in the affirmative.

The tariff bill was taken up with little delay. Allison asked for an agreement that the daily sessions begin at 11 A. M., but it was preferred to have the agreement conditioned on the understanding that daily adjournments would be at 5 P. M. Allison stated that there would be no difficulty about that, and an agreement for early sessions was effected.

VENEZUELA TREATY.

Final Ratification Has Been Completed at the Capital.

Washington, June 16.—The final ratification of the boundary treaty between Great Britain and Venezuela was exchanged at the state department at 3 o'clock this afternoon. Because this exchange marked the closing chapter in the negotiations begun in the last and deciding phase, almost two years ago, the occasion was marked with some formality. The scene was the diplomatic reception room in the state department, in which the original treaty between Sir Julian Pauncefote and Secretary Olney was signed, and where, on February 2 last, the present treaty was signed by the British ambassador and the Venezuelan minister. Today there were present in the room Sir Julian Pauncefote, Senor Andrade, the Venezuelan minister, and his secretary of legation Acting Secretary of State W. R. Day and Assistant Secretary Cridler, who has been instrumental in framing the various treaties, protocols and other writings connected with the treaty.

What remained to be done today was to exchange the copies of the treaties held by each party, and to sign what is known as the exchange protocols. For this purpose Senor Andrade brought along the same magnificent gold penholder with its eagle quill and diamond-studded heart that had been used last February to sign the original draft of the treaty. This pen is the property of a brother of the minister, and was made for this particular purpose. It will be sent to Venezuela, now that it has fulfilled its function, not to be used again, but to be preserved as a relic. When the signing was over and each of the parties held the exchange copies of the treaties, there was a mutual exchange of congratulations, and Mr. Cridler was thanked for the pains he had taken to prepare all of the documents for the occasion.

The treaty now becomes binding upon both governments, Great Britain and Venezuela, and they must at once begin preparation of the cases to be submitted to the arbitrators, who will meet in Paris for organization, probably some time next winter. With today's ceremony the connection of the United States government with the negotiations ceases, and the two governments will be left to work out the boundary dispute to a conclusion, unless there should be some totally unexpected interruption in the workings of the machinery which has been so carefully prepared to insure a settlement of this celebrated case.

Large Sale of Wool.

Pendleton, Or., June 16.—The largest sale of wool recorded on the coast this year was made by Fred W. Hendley, who sold on commission 500,000 pounds raised at Echo, in this county. There are 1,300 sacks, and they fill 80 cars. The wool was bought by E. Y. Judd, of the Hartford wool house of which he is a member—H. C. Judd & Root. The wool will come to Pendleton to be scoured, in transit. The buyers and sellers refuse to say what prices were paid, further than that the total amount paid was nearly \$35,000, which would give close to 7 cents a pound. This price is above that received for the same last year. Before this no sales had been recorded for several weeks.

Manchester, England, is experimenting with a system of underground electrical traction.

IS UNDER SEALED ORDERS

Mysterious Mission of the Cruiser New York.

NAVAL OFFICIALS RETICENT

General Belief in Havana Is That Weyler Will Be Recalled—Cubans Will in Several Small Engagements.

Boston, June 14.—The United States cruiser New York, the flagship of the North Atlantic squadron, with Rear Admiral Montgomery Sicard on board, steamed out of the harbor at 5 o'clock this afternoon, not a soul on board knowing to what port she is bound, for it will only be when the big white cruiser is well outside of Boston light, with her pilot over the side, that the sealed orders will be opened and her destination ascertained.

It is generally believed, however, that when she reaches Cape Cod, she will turn her nose to the southward and that her twin screws will not stop until she is somewhere in the immediate neighborhood of Cuba; for when she started she was fully provisioned and coaled, and could, if necessary, go to Gibraltar or a long distance without laying in supplies.

The New York arrived here on May 26 to participate in the ceremonies attending the unveiling of the Shaw monument. The battleship Massachusetts came with the flagship, while the battleship Texas had arrived some days previously. The Texas left a few days ago, but the other two ships have been swinging at their moorings off the navy-yard until today.

The rear admiral might have had some inkling of an important cruise from the fact that for the last few days the entire crew has been hard at work getting the ship ready for sea, while her coal bunkers have been filled to overflowing. Shortly after 4 o'clock, the guns of the cruiser boomed a parting salute to Commodore Howison, of the navy-yard. The anchor was weighed and the cruiser swung around in the stream and started out to sea, although a furious gale was blowing.

Naval Officials Reticent.

Washington, June 14.—The navy department officials were singularly reserved about the movements of the New York, and showed a reluctance to answer any questions. Secretary Long, in answer to a direct interrogation, replied:

"The New York is not going to Cuba; she will next be heard from at some point on the Atlantic coast well north of Cuba."

The secretary refused to answer further. It was learned, however, that the cruiser is expected to report next at Hampton Roads, Va., and that she will be at sea about two days. It is surmised that the navy department, which has been charged of late with the whole duty of looking after filibusters afloat, has been advised of the intention of some formidable expedition bound for Cuba to put out from some northern port. In such case, the department would send out a smaller cruiser usually, but it is said that at this time it was a case of choice of the vessel able to get under way first.

Weyler's Term Is Short.

New York, June 14.—A dispatch to the Herald from Havana says: It is believed here since the long suppressed news of the affairs in Madrid have been made public that General Weyler's return to Spain will be the most important result of Canovas' success in retaining power. Private telegrams have been sent to persons here in which it was distinctly stated that Campos, Dominguez and Pidal had given their support to Canovas only with the plain stipulation that General Weyler should go.

In fact, it is felt here that General Campos, who is now in power in Spain and fills the popular eye, would not on any account lend himself to the continuation of General Weyler's policy. The plan is to send General Marin here from Porto Rico and then supplant him in turn by General Blanco or Campos.

Opinion of One of Weyler's Generals.

New York, June 14.—A dispatch to the Journal from Havana says: Another of Weyler's generals, Lono, inspector-general of the civil guard in Cuba and military governor of Havana, has resigned in disgust, and expects to leave the island by the transatlantic liner sailing on June 30 for Spain direct.

Lono regards Weyler's early recall as quite assured and thinks Blanco or Lopez Dominguez will come out as his successor. Both are unusually intimate with Martinez Campos, to obtain whose support in the recent ministerial crisis Canovas is known to have made important concessions. Weyler is reported to have cabled Canovas insisting that Minister Dupuy de Lome demand from the Washington government the extradition of Nunez, Cartaya and Artega, alleged filibusters recently captured by the United States authorities on the Florida coast, alleging old criminal indictments against three of them, said to be still pending in the courts here.

LABOR AND IMMIGRATION.

Gompers Seeks the Views of the Unions of the Federation.

Washington, June 15.—President Gompers and the other members of the executive council of the American Federation of Labor have sent a greeting on the immigration question to the affiliated unions, in order by this means to obtain the sense of organized labor on the immigration question in its several phases. The greeting says:

"The subject has been divided in such manner so that each member may have a fair opportunity to vote either in favor of or against the entire subject of immigration restriction, or upon the measure and scope of such restriction. Of course, those who are opposed to the restriction of immigration need give little attention to the manner by which restriction may be secured, while those who are favorable to restriction can fully discuss and decide as to the forms and measures of restriction.

The following are the questions submitted:

"First—Does your organization favor amending the laws of the United States to restrict immigration more than it is now restricted?

"Second—Does your organization favor a provision in the law guarding against criminal and pauper elements entering into the United States?

"Third—Should the foreign consular service and our immigration department be entrusted with greater powers to enforce immigration laws?

"Fourth—Should the violation of the alien contract labor law by employers be punishable by imprisonment?

"Fifth—Should the steamship companies be held responsible for a term of years for the character of their passengers?

"Sixth—Should a stricter civil and educational test be enforced as to qualification for naturalization?

"Seventh—Should every immigrant be compelled to declare his intention to become a citizen of the United States?

"What other provision does your organization favor, and suggest to further the restriction of immigration?"

Organizations which expect to be represented at the Nashville convention of the American Federation of Labor are urged to instruct their delegates so that the convention may fully express the judgment of organized labor on the subjects, and unions which will not be represented are directed to discuss and vote upon the question and to return a vote to headquarters not later than October 30, 1897.

YELLOW FEVER IN NEW YORK

A Passenger of the Advance Died at Swinburne Island.

New York, June 15.—Otto Wernerson, one of the passengers of the steamer Advance, was transferred to the Swinburne island hospital last night, suffering from yellow fever. Wernerson was one of the survivors of the British ship Buckhurst, which took fire and was abandoned in midocean, while on the voyage from Newcastle, N. S. W., for Panama. Wernerson was taken sick at sea two or three days before the steamer arrived at this port. He was removed with the rest of the second-cabin passengers to Hoffman island for observation. The patient showed no marked symptoms of the fever until yesterday. Today he grew rapidly worse, and died at 8 o'clock tonight.

There are 428 passengers at Hoffman island. They will be detained the usual five days.

Attempt at Trainwrecking.

New York, June 15.—A train of 11 cars on the Sea Beach railroad, crowded with passengers from Coney Island, crashed into an obstruction on the tracks tonight at Fifth avenue and Sixty-fifth street, near the Fifth avenue tunnel. The train was running slowly at the time, and fortunately no serious damage was done. It was found that several heavy steel rails had been placed across the tracks, and strongly braced with several other rails, and it appeared to the detectives, who were at once put on the case, and to the train people, to be a deliberate attempt to wreck the train.

Ended in a Row.

San Francisco, June 15.—Private advices from one of those on board the brig Percy Edwards, which sailed from this port about two months ago for the Solomon islands, with a party of 100 men, who expected to find an Adam-less Eden to colonize, have been received, to the effect that the expedition has collapsed at Fiji.

After a general row over the distribution of the community property many of the colonists left the vessel and sought employment on shore, and the remainder resolved to take the brig to New Zealand, where she is to be sold at auction and the proceeds to be divided.

Drowned From a Catboat.

New York, June 15.—Two men were drowned from a catboat in the Hudson off Fort Lee this afternoon. The party on the yacht were Miss Emma Guilmette, her brother, H. E. Guilmette, a clerk in the office of Moore & Schley, and W. Morton Smith, employed on the Mail and Express. Their boat was upset by a squall. The launch Lornade was some distance away, and before she reached the boat the two men had disappeared. Miss Guilmette was still floating, and was dragged on board the launch, where she revived.