

The Hood River Glacier.

It's a Cold Day When We Get Left.

VOL. IX.

HOOD RIVER, OREGON, FRIDAY, OCTOBER 22, 1897.

NO. 22.

CURRENT EVENTS OF THE DAY

Epitome of the Telegraphic News of the World.

PERSIVE TICKS FROM THE WIRES

An interesting collection of items from the New and the Old World in a condensed and comprehensive form.

According to Chinese advices just received in Tacoma, Earl Li Hung Chang will no longer take an active part in government affairs.

Twenty million feet of hemlock and 2,000 cords of bark have been consumed, resulting in a loss of \$100,000 by a forest fire near Austin, Pa.

The government has completed arrangements with the Canadian authorities to have letter mail taken into Dawson City once a month during the winter season. The first carrier has just left Dyea for Circle City and Dawson.

By an explosion at the Colma fuse works, at Colma, Cal., Mary Beek was killed and eight were seriously and four slightly wounded. The remains of the dead girl have not been recovered from the building, and it is believed they burned.

The London Daily Mail says it has information from a reliable source that cholera has attacked a battalion of the Singapore regiment, which is stationed at Sitapura, Northwest India, and that 40 non-commissioned officers and privates have already succumbed.

The Nueste Nachrichten, of Leipsic, has published a report of a conversation in which Prince Bismarck is quoted as saying that the Monroe doctrine is "uncommon insolence towards the rest of the world, and does violence to the other American interests."

A census of the Russian empire has just been completed. The population, as now published, is 129,211,113, of which 64,616,380 are males and 64,594,733 are females. The population of Russia in Europe is nearly 100,000,000, or more than three-fourths of the whole.

Telegraphic advices from the New York Herald's correspondent in Rio de Janeiro state that a servant in the employ of William T. Townes, the United States consul-general in Rio Janeiro, made an unsuccessful attempt to murder the consul-general. Mr. Townes's assailant was placed under arrest.

Admiral John L. Worden, retired, died in Washington. He commanded the Monitor during its engagement with the Merrimac in Hampton Roads during the late war. In 1886 he was retired with full rank and the pay of an admiral, the only instance of the kind. He also received the thanks of congress for his gallantry during the war.

The director of the mint has submitted to the secretary of the treasury a report for the fiscal year covering the operations of the statistics and assay offices, together with statistics of foreign countries relative to production, coinage and monetary condition. The value of the gold deposited at the mints and assay offices during the fiscal year 1897 was \$129,105,500. Of this amount \$97,008,337 was original deposits, and \$32,107,163 redeposits.

By the explosion of the boiler of the steamer G. B. Force, in Charleroi, Pa., the captain, James Ryan, and the cook, William Patterson, were killed. The body of Patterson was found buried in the sand and terribly mutilated. The body of the captain has not yet been found. The others of the crew were badly scorched and bruised. The explosion was so heavy that the earth trembled for more than a mile, and windows were broken throughout the town.

The national council of Switzerland has adopted a bill making insurance against sickness compulsory in cases of all dependent persons.

It is reported that an English syndicate has purchased, for \$2,000,000, the big plant of the J. I. Case Machine Company, at Milwaukee.

Jackson and Williams, the O. R. & N. train robbers, were sentenced to the Oregon penitentiary for a term of 30 years and seven months each.

Heavy shipments of wheat to Europe continue. Over 60 grain-laden vessels have left San Francisco during the last two months, and six more are ready to sail.

The naval armor board will leave Washington soon for the view to look at certain places, with a view of ascertaining their adaptability for sites for the proposed armor plant.

The cruiser Baltimore has been put into commission with Lieutenant-Commander Gottfried Blocklinger, her first lieutenant, in command. The Baltimore will meet the Philadelphia in San Francisco on the latter's arrival.

The monthly treasury statement of the principal articles of domestic export shows that during September last the exports of breadstuffs from the United States amounted to \$34,629,946, an increase, as compared with September, 1896, of over 100 per cent, and an increase of about 80 per cent over September, 1895.

OREGON ROADS TRIUMPH.

Concessions on Both Sides, But the O. R. & N. and O. S. L. Are Victorious.

Salt Lake, Oct. 20.—President Mohler, accompanied by Traffic Manager Campbell and General Superintendent O'Brien, left for Portland this evening after a light supper with the officials of the Union Pacific and Short Line officials. Since the arrival of the O. R. & N. party on Saturday, the negotiations have been in progress, and today a complete understanding was reached, and as a result the through-car service from Chicago to Portland will be resumed at once.

The fast-freight line of the Union Pacific to Portland by way of Sacramento will be taken off, and the tariff relations existing with the Oregon road before the cancellation of September 23 will be fully restored. While concessions have been made on both sides, the net result is conceded to be a victory for the Short Line and the O. R. & N., which have stood together in the fight.

The Ogden gateway is to remain permanently open, and the use of the Rio Grand Western and its Eastern connection by Ogden shippers, if they desire it, is therefore assured. The conflict which has now been brought to a close arose from the opening of the Ogden gateway and the admission of rivals of the Union Pacific to the territory tributary to the Short Line and the O. R. & N. and the agreement that the condition thus brought about shall continue is regarded as a triumph for the diplomacy of the two latter companies.

President Mohler's contention, as expressed here today, was that all connecting lines should be treated alike, and this concession the Union Pacific has been compelled to make. It was also forced to yield to other conditions exacted by Mr. Mohler. Its officials had become very tired of the decrease of business caused by its rupture with the Navigation company and the Short Line, and seemed glad to be in a position to surrender and thereby renew its hold on the traffic of the Northwest.

In the matter of the division of freight charges, it is understood that the Union Pacific secured concessions, the details of which are for the present withheld. The terms of the agreement insure the continuance in the Northwest field of agents of Eastern companies benefited by the opening of the Ogden gateway. Disclosures during the conference add strength to the belief that the reorganization of the Union Pacific will not result in the abandonment of the independent organizations of the Short Line and the O. R. & N.

This ends the long and interesting fight that has been waged since last spring between the Union Pacific and the Oregon Short Line over the opening of the Ogden gateway, and from the conclusions reached and announced, it is quite evident that the Short Line, aided by the O. R. & N., has gained its point, and that the Ogden gateway will be kept open hereafter in addition to the through service over the Union Pacific, which the new agreement restores. This is a victory of decided advantage to Portland, for it keeps open to the Utah-Colorado lines this Northwest territory, which previous to the little unpleasantness, gave all their business to the Southern Pacific and advertised California to the exclusion of Oregon and the Northwest.

FATAL BUGGY RIDE.

Horses, Vehicle and Occupants Fell From a Grade.

Marshfield, Or., Oct. 20.—This afternoon about 4 o'clock, ex-Judge Nosler, his wife and daughter, and his son's wife and baby, while driving from Myrtle Point to Coquille City, met with a terrible accident. They had reached a point about halfway to Coquille City, and were driving around a high, rocky point, when they met another team. Judge Nosler attempted to back his horses to one side of the road to allow the other vehicle to pass, but the horses became frightened and unmanageable, and backed off the grade, falling with the buggy and all its occupants about 35 feet.

Mrs. Nosler was instantly killed, and the judge's life is despaired of. The other woman and the baby were also badly bruised.

One of the horses was killed and the buggy wrecked.

ONE HUNDRED DEATHS.

New Orleans Fever Fatalities Have Reached the Century Mark.

New Orleans, Oct. 20.—Before 7 o'clock this evening the 100 mark of deaths during the present period of yellow fever prevalence had been reached. When the board of health closed its books last night there had been 98 fatalities. Between last night and nightfall today, seven deaths were reported. This century of deaths has occurred among less than 900 cases that have been reported in to the board since early in September, when the first case made its appearance in New Orleans.

Situation Is Bad.

Washington, Oct. 20.—The yellow fever situation today, as reported to Surgeon-General Wyman, was not favorable, the disease having made its appearance at Baton Rouge, where there is one case, and at Montgomery, Ala., both of which places heretofore have been free from the disease. From Montgomery, Dr. Wyman's information is that four cases have been reported by State Health

A PROPOSED SALMON TRUST

Columbia River Packers May Form a Combine.

M'GOVERN BACK OF THE MOVE

Cannerys Unanimously of the Opinion That Some Steps Must Be Taken to Maintain Reasonable Prices.

Astoria, Or., Oct. 19.—For some weeks past a movement has been on foot having for its object the formation of a combination among the salmon-cannerys on the Columbia river, and during the past few days it has taken such definite form that there seems to be no doubt of its ultimate consummation.

The proposed method of procedure, which is comprehensive in its nature, has been advanced by J. F. McGovern, of the firm of Delafield, McGovern & Co., of New York, who has spent the past four weeks in this city endeavoring to bring the cannerymen to view the proposition in a favorable light. He is now certain of success, having up to date secured promises from six of the cannerys, who have agreed to attend a meeting to be held in New York city some time in November.

It is proposed to start the organization with as many first-class cannerys as can be induced to join, without of necessity having all; but the nature of the organization will be such as to enable those who desire so to come in after the organization has been perfected and is in working order.

The capital stock will probably be twice the cost of the plants, which shall be transferred to the company, together with the labels, at a valuation to be placed on the same by appraisers, this appraisal to be made by a board to consist of five, two of whom shall be disinterested parties and three cannerys, and the board to alternate in acting on each other's property, so as to give each a fair appraisal. The value to be placed upon the properties by such a board of appraisement will be based on the actual value of the real estate and property itself, for the purposes for which it is intended, except where it may be of greater value for other purposes. In the latter contingency, the higher value will take precedence. Owners of property so appraised will be paid for the same in stock at a value of 65, while in addition to the sums paid for property a fixed value will be paid in stock to each of the cannerys for good-will, labels, trade marks, etc.

The money necessary to run the proposed combination until canned product has been placed on the market will be forthcoming, and will be advanced by Delafield, McGovern & Co. In advocacy of the plan so outlined, it is pointed out that as the entire stock of the company will be left on the Columbia river, the entire profits would also be left there.

With reference to the treasury, stock remaining after payment is made for plants, properties, etc., would be used for such cannerys as would want to join after organization has been perfected, or sold from time to time, as might be considered best.

Mr. McGovern considers that no serious objections can be made to the plan, and any minor differences of opinion can readily be arranged.

"The main point is to get the organization started," he said. "Thousands of dollars have been spent in the past in efforts to bring the cannerymen together with a view to perfecting some sort of combination, but to no purpose. Invariably an apparent conflict of interests, or a conflict of opinion, has defeated the aims of the intending organizers."

Samuel Elmore, who is at present in New York city, is an enthusiastic supporter of the plan, and will probably remain in the East until the arrival of the other cannerys.

All of the packers here are fully alive to the importance of taking some steps to maintain or advance the present prices for Columbia river salmon. They are almost unanimous in the opinion that the only means by which this object can be attained is by organization. Even should any of the cannerys remain outside, an organization embracing six or eight of the total number could doubtless come to a satisfactory arrangement with those outside to agree upon a selling price for their canned product. The cannerys combining would place all goods for sale in the hands of one party, thereby strengthening their position and enabling them to realize better results than under the present cutting system.

It is more than probable that in view of the active interest taken in the matter by Delafield, McGovern & Co., that firm will handle the goods packed by the combination. Whether the scheme results in bringing all the cannerys together at first or not, it is considered safe to assume that such an organization as the one proposed, even should no more than six of the principal establishments combine, would eventually result in a combination embracing every cannery on the river, especially since all interested in the business of salmon-packing fully realize the incalculable benefit that the Alaska Packers' Association has proven to the trade in Alaska salmon.

ENGLAND MUST TAKE THE LEAD.

Arbitration Matter Will Not Otherwise Be Revived.

New York, Oct. 20.—A dispatch to the Herald from Washington says: Unless the British foreign office presses the negotiations in connection with a general arbitration treaty the matter will not again be taken up by this government. Neither the administration nor the British foreign office has during the last three months shown any disposition to expedite matters. Department officials declare that Great Britain must be the one to revive the subject if it is to be revived at all. A cabinet official says the president is still desirous of securing a treaty of arbitration with Great Britain. Mr. McKinley hoped that more interest would be taken by Great Britain than heretofore.

The authorities are apparently much chagrined over England's action in the Behring sea matter, in which all the interested powers were to participate. Had the general arbitration treaty negotiated by the Cleveland administration been approved the controversy in regard to seals could properly be considered by such a tribunal as proposed by that convention.

Lord Salisbury would also be pleased to have the treaty in force, for then he could permit the sealing question to be arbitrated and put out to Canada that she was bound by the convention to take such action. Now, however, the negotiation of a general arbitration treaty might be considered by Canadians as indicative of a desire of the Salisbury government to play into the hands of the United States.

Earl Li to Retire.

Tacoma, Oct. 20.—According to Chinese advices just received, Earl Li Hung Chang will no longer take an active part in government. A native correspondent writing from Peking says that Li has been in ill health, though it is not generally known. He is anxious for a rest. This will permit him to relinquish his duty as grand secretary and minister of the tsung-li-yamen. He realizes there are many reforms which China must soon undertake if she is to preserve her unity, and he would like to have a part in carrying them out. Knowing, however, that only a start can be made while he lives, and that care and work will shorten his days, he has decided to retire as soon as possible to the quiet of his own estate in Anhui.

Sugar Beets in New Mexico.

Santa Fe, N. M., Oct. 20.—Industrial Commissioner Davis, of the Santa Fe railroad, and a party of capitalists are examining into sugar-beet farms here. They have found acres of beets weighing from one to six pounds, which, according to analysis by the territorial agricultural college, yield from 15 to 18 per cent sugar. They express surprise that Rocky mountain valleys above 7,000 feet in altitude can show such results.

There is a project on foot to erect a sugar factory here and Commissioner Davis said his corporation will give it all possible support. He says also that it is probable that Eastern capital will within a short time establish a large sugar factory somewhere in the Central Rio Grande valley.

A New Catholic Policy.

New York, Oct. 20.—It is reported in high official circles that Archbishop Corrigan has been negotiating with Superintendent Jasper of the public schools for the affiliation of parochial and public schools in this city. He has offered, it is alleged, to turn the Catholic schools with their 70,000 children, over to the municipal school authorities, provided he is permitted to give an hour's instruction daily to the Catholic children of the public schools. This is the stipulation. He makes no other, either as regards textbooks or teachers. It is said many other metropolitans are anxious to adopt a similar policy if it meets the approval of the apostolic delegate.

A Phenomenal Freak.

St. Louis, Oct. 20.—A local commission merchant has brought to light a phenomenon, which is attracting the attention of scientists here. While one of the employes of the house was dressing a turkey he was dumfounded to find in its interior a live, well-formed young turkey as large as a full-grown pigeon. It is perfect in every way, excepting the head, which was attached to the mother, and is a fatty growth. The little turkey died as soon as it was severed from its dead mother. It was preserved in alcohol and is now in the collection of the Missouri medical college, where it is attracting the attention of the medical fraternity.

Walked in Front of a Train.

Stockton, Cal., Oct. 20.—A tramp believed to be J. Hefferman, formerly of this city, was ground to pieces by the Southern Pacific train last night at Castle switch. When the engineer blew the whistle, the man looked back and continued to walk along the track, so it is supposed he deliberately committed suicide.

Durrant Case Advanced.

Washington, Oct. 20.—The supreme court today advanced the argument in the Durrant murder case brought here from San Francisco, and set it for hearing November 15.

BRIEF PACIFIC COAST NEWS

A Resume of Events in the Northwest.

EVIDENCE OF STEADY GROWTH

News Gathered in All the Towns of Our Neighboring States—Improvement in All Industries—Oregon.

A sealhunter just returned to Marshfield states that he killed 257 seals.

Bears are numerous in the foothills near Scio, to the delight of sportsmen. Ten thousand bushels of onions were raised on 16 acres of land near Progress.

A Corvallis lady made 435 words out of the letters in the word "enthusiastic."

The body of a large whale was recently washed ashore at Nelly's Grove, in Lane county.

Steps are being taken in Pendleton looking toward the organization of a poultry association.

More than 24 tons of silverside salmon were received within two days at the Nehalem cannery.

A cranberry grower in North Slough, Coos county, states that his crop this year is about 550 bushels.

A number of Linn county farmers cultivated sufficient sorghum cane this year to supply their home use.

The Florence cannery has finished packing fish, having canned 35,000 cases and salted 100 barrels of salmon.

Mrs. James Patterson, while mentally deranged, set fire to her husband's residence near Elgin. The building and contents were destroyed.

Fred Wheeler was kicked in the stomach by a horse at the Peebler ranch near Pendleton. He walked to his house, but died two hours later, after much suffering.

Stockmen in Pine creek neighborhood, in Grant county, report some loss among their cattle by blackleg. The disease does not exist to a great extent, however.

Of the \$38,098.05 taxes to be collected in Tillamook county this year, all has been collected except \$8,311.65, and this will probably be reduced to \$5,000 or less by the time the delinquent tax roll is published.

A brickmaker at Weston is now putting out about 45,000 brick per week. During the winter he expects to increase the capacity of his yard so that 75,000 or 80,000 brick may be put out weekly. He looks for plenty of building and a good market next year.

The five-mile ditch for the mining company at Glendale, Douglas county, has been completed, and the company is now having constructed a monster reservoir, into which this ditch will empty. There are now about 10 men at work at their mine getting things ready for a full run this winter.

The scutching-mill plant for the new flax fiber mill has arrived in Salem and is being placed in position. The machinery weighs about 8,000 pounds and was manufactured in Portland. The mill will employ 10 persons, who will work up about 100 tons of flax straw, and about 80 tons of fiber.

Washington.

Ritzville is to have an electric light plant.

The tax levy for Tacoma for 1897 has been fixed at 10 mills.

Lewis county must pay \$14,991 state tax this year, and \$15,568 school tax.

The Mealy-Lacy mill at Chehalis, after being idle for some months, has resumed operations.

A vegetable farmer near Dayton expects to make \$4,000 this year from the products of 22 acres.

The owners of the cannery at Whatcom, which was recently destroyed by fire, will rebuild the structure.

Every effort is being made to get enough threshers into the Palouse country to save all of the wheat crop.

Notice has been given in Colville that all of the business houses in that place must close Sundays henceforth.

The Port Townsend board of trade is endeavoring to devise ways and means for the completion of the Port Townsend Southern railroad.

The tax levy in Whitman county for current expenses this year will be about 16 mills and 3.6 mills additional to raise funds to pay warrant indebtedness.

The foreign exportation of lumber from Gray's harbor for the first eight months of 1897 has exceeded the entire foreign trade from the harbor for the year 1896 by 100 per cent. The exports from Gray's harbor for 1896 were: Eleven cargoes of lumber, aggregating 8,500,000 feet, valued at \$30,562; 2,000,000 feet of this amount being shipped to Mexico, while Japan, the Fiji islands and the South Sea islands each received one cargo of 500,000 feet. The shipments from Gray's harbor for eight months of 1897 are 7,357,000 feet of lumber, valued at \$75,000. The trade with Mexico for eight months of 1897 was 4,472,000 feet, or more than twice as much as the entire trade for 1896. The trade with Honolulu for eight months is 1,880,000; while in 1896 they had no Honolulu trade.

THE RUSH TO THE NORTH.

Nearly 9,000 Men Started for the Klondike in Two Months.

Tacoma, Oct. 19.—The railroad companies have for the past month had a man at work compiling statistics of the amount of business done between the Sound and Alaska during the rush incident to the gold excitement. According to these figures, which have been very carefully gathered and verified, 1,248 persons took passage for St. Michaels, and 7,628 went to Wrangell, Juneau, Skagway and Denaikine, between July 17 and September 11.

During this same period, 12,000 tons of freight were shipped to St. Michaels, and about 24,000 tons to the four above named lower ports. This includes business done at British Columbian ports.

In addition to the large passenger and freight list, 3,860 mules and horses were shipped north, 1,116 head of beef and other cattle, as well as over 2,000 dogs. The report closes with a note, which says: "In the above figures nothing is included from outside the Sound district. Probably, if Portland and San Francisco freight and passenger were included, it would nearly double the already almost incredible figures—of 86,000 tons of freight and 8,376 passengers moved to the north inside of two months."

Of the passengers that have returned, the report says:

"The number cannot so far be ascertained, as many have gone to Portland and San Francisco direct, but a fair estimate of the number that will reach their final destination this winter is as follows: Of the 1,200 who embarked for St. Michaels, not more than 400 could possibly reach the diggings by way of the river, with the limited means of transportation then on the river. About 300 will be scattered along the river banks to a point 1,000 miles or so from the mouth. The remainder will either winter at St. Michaels or return on the boats now at that port. Of the 8,000 that took passage for lower ports, not to exceed 3,500 have succeeded in getting away from the lakes, and about 25 per cent of this number will fail to reach the Klondike diggings by reason of mishaps on the rivers and frost overtaking them."

"So far, over 2,000 persons have returned to the Sound, and a conservative estimate I think would be that fully as many more will reach the Sound by the middle of November; of which number, unfortunately 75 per cent will be flat broke."

"As several thousand tons of provisions got up the river, and as there was a reasonably fair supply for the wants of the miners before the present excitement, I see no reason why we should look for any famine, as according to the figures of my report, not to exceed 3,500 new miners will reach the diggings this year, and 80 per cent of these will have provisions enough to last them for six or nine months at least. So, what with the provisions from Portland and San Francisco; I think the stories told about miners starving are not founded on fact."

CHAS. A. DANA DEAD.

The Veteran Editor Passed Away at His Long Island Home.

New York, Oct. 19.—Charles A. Dana, editor of the New York Sun, died at 12:30 this afternoon, at Glen-cove, Long Island.

Mr. Dana's death had been expected for several hours, and his family and physicians all sat at his bedside when the end came. His condition had been such for several months that members of his family had kept themselves in constant readiness to go to his bedside at any moment. On Saturday morning he had a relapse, and it was apparent that recovery was impossible. Several times, however, he rallied, but toward night began to sink. During the night there were feeble rallies, but they did not last long. This morning it was seen that the end was but a few hours off, and his attendants remained almost constantly at his bedside. The end came quickly.

The extreme heat of Friday and Saturday had much to do with hastening his death. On Friday, Mr. Dana showed signs of distress, and everything possible was done to relieve him. He had been weakened by his long illness, and during the summer was several times thought to be on the verge of fatal collapse, but each time rallied. He did not improve much with the coming cool weather, and the sinking spells became more frequent. On Friday, Mr. Dana was able to take only the lightest nourishment, and this condition continued.

Paul Dana and his sisters, Mrs. Draper, Mrs. Underhill and Mrs. Brannan were at his home on Saturday morning, and were warned to remain there. They were at the bedside when death came.

The cause of Mr. Dana's death was cirrhosis of the liver. On June 9 he was at his office, apparently strong and healthy. The next day he was taken ill, and never afterwards visited New York. He was 78 years old.

Preparations for the burial have not yet been completed.

Canadian Independence.

Montreal, Oct. 19.—An organization known as the Canadian Independence Club has issued a manifesto stating that the time had come for Canada to throw off its connection with England.