

The Hood River Glacier.

It's a Cold Day When We Get Left.

VOL. IX.

HOOD RIVER, OREGON, FRIDAY, MARCH 18, 1898.

NO. 43.

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. Thirty-six carloads of ammunition have been sent to Tampa, Fla.

Chas. A. Sehlbrede has been appointed commissioner for the district of Alaska.

Not since the civil war, it is said, has such activity been seen at Sandy Hook.

The first step looking to consolidation of the American and Pacific Express Companies has been taken. J. A. Brewster, of New York, late head clerk in the accounting department of the American company, has taken charge of the auditing department of the Pacific.

A patient at the Oregon State insane asylum, C. B. Chatfield, pushed an attendant, Arthur Moore, through a window and jumped out himself. The fall was from the third story, and the attendant and patient are now in the asylum hospital, under treatment for fractured bones and bruised flesh.

Two estimates of appropriations to meet the cost of the recent addition of two regiments of artillery to the army have been sent to congress by Secretary Alger. One was of supplementary estimate of \$40,131 for the pay of the army for the fiscal year, and the other of a deficiency of \$154,150 in the current year appropriations to defray the expenditures for the remainder of this year.

The Washington state superintendent has refused to issue certificates to applicants in the recent examination on account of violation of the rules which prescribe that no communication shall be allowed during the time the candidate is writing upon the questions. This is the third time the superintendent has enforced the law relating to certification. One of the cases is held in the courts of Pierce county still undecided, upon the decision of which rests the superintendent's rights in the premises.

Benjamin Cluff, jr., president of the Brigham Young academy at Provo, Utah, has returned from a visit to the Hawaiian islands, where he went at the solicitation of United States Senator Frank J. Cannon, to determine the status of the annexation sentiment among the Hawaiian islands. He said: "As a result of my investigation I would say that probably one-half of the intelligent natives of the islands are pronounced advocates of annexation. Of the remaining one-half I would say that the great majority are primarily in favor of the restoration of the monarchy, and secondly they would much prefer annexation to the United States to a continuation of the present government."

Dispatches from Western Ontario tell of the overflow of the Grand and Thames rivers, causing serious damage along their valleys. Sections of London, Brantford and Galt are submerged to a depth of from five to seven feet. In London 1,500 people are homeless. Bridges and buildings were swept away by the rushing torrents. In Brantford the firemen and citizens fought the raging water an entire day, but were finally beaten out, and West Brantford is a regular lake. At Galt a heavy loss is sustained by the Galt paper mill. The ice jam in the Grand river gave way and the flood following it tore away bridges, trees and wrecked a number of factories and private residences.

Charles Cullen, night agent of the Adams Express Company at Orrville, O., disappeared with a \$10,000 package.

The United States supreme court has affirmed the decision of Judge Bollinger, of the circuit court, upholding the mortgage tax law of Oregon, passed October 28, 1892.

The Pacific cable bill has been agreed to in the house committee on interstate and foreign commerce. It provides for the construction of a cable from San Francisco to the Hawaiian islands.

Advices from the Orient, brought by the steamship Empress of India, which has arrived in Vancouver, B. C., tell of the almost complete destruction of Manila, Philippine islands, by fire. Five million dollars' worth of property was destroyed.

There has been a heavy fall in stocks of all kinds in London in consequence of rumors from China, West Africa, Spain and America, with rumbling thunder all around the sky. There are signs of alarm in every section of the stock list, American securities showing the greatest weakness. Nothing short of a miracle can preserve the peace of the world, it is believed among British statesmen and politicians, writes the New York World's London correspondent. Not since the Napoleonic wars has danger threatened from so many quarters.

WILL ACT AS ONE.

England and Japan Combine to Resist Russia's Encroachments in China.

New York, March 16.—A dispatch to the Herald from Tokio says: The Herald correspondent learns on unquestionable authority that Japan is a party to the negotiations now going on between England and Russia at St. Petersburg, and that while no alliance exists between England and Japan, they have a definite understanding and are acting in harmony. A high diplomatic official said: "You may say positively that Japan will back up England against Russia, and if England maintains a firm attitude, all immediate danger of war is passed, unless Russia is resolved to fight at once. In view of England's great superiority at sea and her possession of all the available coal in the Eastern ports, Russia will probably take a conciliatory tone for the present."

The Herald correspondent visited Marquis Ito today, and asked him whether the Japanese government would sell the cruisers Chitose and Sakagi to America. The marquis hesitated a moment, and replied: "I will make inquiries of my naval colleagues, but I think I may say that Japan prefers to get possession of all the ships building for her as soon as possible. Orders have already been made to bring the ships to Japan, and the builders have been requested to hasten their completion."

After a pause the marquis continued slowly and impressively: "The news of the last few days indicates a critical state of affairs elsewhere than on the Western continent, and we consider it only prudent to continue our provisions for the national defense. I hope the people of the United States will not take offense at Japan's unwillingness to part with these cruisers. I have always appreciated their kindly feelings for Japan. The United States is a nation above all others where public sentiment absolutely controls the national policy, and for that reason I wish to have the people there understand that Japan retains the ships, not from a lack of willingness to oblige the United States, but because she needs them herself."

"In case of war between the United States and Spain, your excellency," the correspondent asked, "will Japan allow the warships of both belligerents to take coal at Japanese ports, or refuse it to both?" "That opens a long vista of possibilities," he replied. "Some authorities contend that coal and even provisions should be contraband of war, as both are necessary to maintain hostilities at sea. Whenever war is declared between two or more powers, Japan, if neutral, will bear in mind in deciding the coal question the manner in which her decision will affect all the belligerents and her own interests."

The Herald correspondent learns that Japan has received a cable from England for all the warships building for her in English private yards, consisting of three 15,000-ton battle-ships and three first-class armored cruisers of about 10,000 tons each. The offer has been refused.

The Spanish divers often go down only long enough to wet their suits, and then come up and hide behind a racket for a couple of hours, and then go ashore and report that they cannot see anything in the mud and water. They could not have found the ram of the Maine, since they have not been down in the locality of that part of the wreck. They have not located the turret with the 10-inch guns, though the spot has been pointed out by Captain Sharp, of the wreckers. All of these facts are known by the United States court of inquiry, having been elicited by the testimony of persons who know.

The expert interviewed by the correspondent expresses the belief that the Maine was blown up by what is known as a Newport torpedo, a stationary torpedo, or something of the same nature. This engine of destruction is the joint production of the labors of Commander Converse, commander of the Montgomery; Lieutenant-Commander McLean, now in command of the torpedo station at Newport, and Lieutenant Holman, ordnance officer of the Maine at the time of the explosion. The Newport torpedo can be planted from a small boat, and the expert believes that this one was exploded by being struck on the port of the Maine forward of amidships as she swung at her moorings. He thinks this more likely than that wires were laid from shore, as the wires, if laid for any length, would sink deep in the harbor mud.

It would be singular if it should prove that the Maine was blown up by a torpedo in the invention of which one of her principal officers, Lieutenant Holman, bore a notable part. All the foregoing statements came from the authority on which the court depended for much of its evidence, and is given to the correspondent without reservation, except as to the name and rank of the giver. The expert further believes that the destroying mine was made up of four torpedoes, of 86 pounds each, of wet and dry gun cotton, or 144 pounds in all. In the judgment of the correspondent, the United States court of inquiry is fully aware of the views which the Spanish court of inquiry will promulgate.

The proceeding in the house today were utterly devoid of public interest. The time was devoted to District of Columbia business. This was concluded at 4:15 P. M. The senate bill was passed to change the name of the port of collection at Suspension Bridge, to Niagara Falls. The senate bill was passed which granted a right-of-way through the Indian territory to the Dennison, Bonham & New Orleans railroad, also a senate bill granting a right-of-way through the Winnebago Indian reservation to the Northwestern road; also to authorize the Monroe company to construct a bridge across the Red river at Grand Ecore.

MRS. THURSTON DEAD.

The Senator's Wife Expired on the Anita in Cuba.

Havana, March 16.—Consul-General Lee received the following telegram this afternoon from Mr. Barker, United States consul at Sagua la Grande: "The wife of Senator Thurston died on the Anita today. Shall give every attention and wire you from Boca."

THE HOLE IN THE MAINE

Everything Points to an External Explosion.

THE VIEWS OF AN EXPERT

Captain Peral's Arguments Refuted—Spanish Divers' Method of Work—The Court of Inquiry.

Havana, March 15.—It is impossible to send direct from Havana anything in refutation of Captain Peral's statement of yesterday regarding the views of the Spanish board of inquiry on the Maine disaster. However, an American expert says in effect, and his words are worthy of weight, as he knows absolutely of what he is talking: "I am a graduate of the torpedo school and have studied the effects of torpedoes and mines from observation and experiments. A torpedo exploded at a depth of six feet would throw a column of water 100 feet into the air; at 12 feet, 10 feet in the air, and at 30 feet, would hardly raise a small wave. A detonator of gun cotton in the open air makes a mark of its own size in steel, or blows stone into fragments. In the water, a torpedo itself would not be felt at any distance. It requires the resistance of a solid body, and this is dissipated in water or mud. This disposes of the wave theory and the affecting of shore or boats in the harbor."

As to the hole in the Maine, the expert in question makes the most important statement that the Maine drew 28 to 30 feet at the time of the explosion, and had about 10 feet of water below her bottom. On the port side, where the United States divers are now at work, there is at present 27 feet of water. May this not be the hole which Captain Peral says could not be found? If it was, the hole was more than seven feet deep when the explosion took place, and had greatly filled since.

As to the finding of dead fish, the court of inquiry has not seen a solitary fish since work began on the wreck. The bones recovered from the Maine have not been touched by fishes. Some of the fishermen in Havana testified that there were no fish inside the harbor, the waters being too foul for them.

Further, as to the alleged discoveries of Spanish divers reported to Captain Peral, five American divers have been working on the port side of the wreck on an average of seven hours per day each for nearly three weeks, in a space 50 feet long and 20 feet wide. The Spanish divers have never been inside the wreck at all, neither have they ever been on the port side, devoting the short hours which they spend under water to the starboard and forward parts and outside the hull.

Recently, to their own surprise, they brought up two cans of ammunition for the six-inch guns, not exploded. They dropped them back when the light of the surface showed that they were unexploded and what they were.

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TWO FINE CRUISERS.

The Government Secures a Pair of Brazilian Vessels.

Washington, March 16.—A week's negotiations closed today by the triumphant purchase by the navy department in London of the two fine cruisers Amazonas and Admiral Abrenall, built and building at Elsewick for the Brazilian government. Possibly the officials took more pleasure in closing the business in this matter because of the knowledge that Spanish agents had been striving to secure these very ships, and that to Spain, it is said, they would be of much greater value in case of trouble than to the United States.

The next question is how to get the ships home, and that has not yet been settled, according to the secretary of the navy. The United States flag will be hoisted over the new ships within a week, probably, and just as soon as the crew can be put aboard the Amazonas, she will start for the United States. The other vessel will follow at the earliest possible moment. The terms of the sale are secret.

The availability of the two Brazilian ships was first brought to the attention of the navy department by Mr. Lane, agent of the Nordenfjeldt Company, who was authorized to dispose of these ships building at Elsewick, and two others in course of construction in France. Mr. Lane said today that the two ships purchased would be a most desirable acquisition to the American navy, as they were the latest and best products of the famous Armstrong yards. One of the ships is complete in every respect, has her coal supply and ammunition on board, and steam can be raised at any time. There will be no trouble in bringing this ship across, as an adequate force from the local yards can be secured for the service. It is said the coal and ammunition on board passed with the sale to the United States. The ammunition is not of the kind in use by the American navy, so that the supply of ammunition is a necessary adjunct of the new ships.

The other ship has been launched, but it will take some time to make her ready for sea. Mr. Lane believes, however, that there will be no difficulty in bringing her over immediately if it is desired to make the move without delay, as the hull of the ship is so well along that she could be towed, and her own sail power utilized for the trip.

Senator Proctor visited the White House and up-town departments today, and his calls excited a great deal of interest. He spent an hour with Secretary Alger, explaining, it is believed, the military situation in Cuba, and afterwards held a conference with Judge Day, assistant secretary of state. Then he went to the White House, and was closeted with the president for two hours. When he emerged from the room he courteously declined to speak regarding the nature of the information he has communicated to the president.

The two Brazilian ships will be extremely valuable additions to the United States navy in either war or peace, in the opinion of Secretary Long, who acknowledges they have been bought by the United States. They are steel-sheathed and coppered, with twin screws. The Amazonas is rated at 1,400 tons displacement, with an indicated horsepower, under natural draught, of 7,000, which is calculated to develop 20 knots speed.

Thus, while the ship is about the size of the Charleston, she is much faster. Her armament is also much more formidable, not so much in caliber, for the main battery is made up of six-inch guns, but the guns are what is known as 50-caliber length, giving them an unusual range and power. In addition to this they have 10 6-pounder quick-firing guns, four 1-pounders, four Maxim machine guns, and two boat or field guns. The torpedo tubes are three in number.

The coal capacity is 850 tons, giving her an effective steaming radius of 8,000 miles, a most valuable feature, inasmuch as it would enable the ship to cross and recross the Atlantic without coaling. Such a vessel as a commerce destroyer would be vastly more effective than what appears to be more powerful craft, because of their ability to get along on long cruises without touching at neutral ports to coal, and thus exposing themselves to capture.

SUPREME COURT DENOUNCED

Arraigned by the Kansas Populist Administration.

MAXIMUM FREIGHT RATE LAW

Governor Leedy Declares the Recent Nebraska Case Decision Was Palpably Wrong—An Address Issued.

Topeka, Kan., March 14.—The Populist administration of the state of Kansas gave out a startling public address today, one bristling with severe criticism of the recent decision of the United States supreme court in the Nebraska maximum freight case. The address is significant in that Governor Leedy has already taken steps preliminary to calling the state legislature in special session, with the especial purpose of enacting a maximum freight rate law. While the address is given out over the signature of Governor Leedy, it had first been approved by Chief Justice Bosler, of the state supreme court and other prominent Populists. In giving the address to the reporters, Governor Leedy said: "How long do you suppose a man can write treason like this without getting into jail? You may put my signature to it and make it a signed statement, so that if anybody goes to jail it will be me."

The governor begins his address with the statement that for a year the press dispatches have said that the opinion in the Nebraska case would be adverse to the state. Then he says: "The opinion has been handed down, and the Associated Press dispatches say that it is a clean victory for the railroads. On the contrary, it is an unclean victory in every respect of the case, showing that no matter how carefully the robes of justice are folded about the personnel of the supreme court, the robes can no longer conceal the cloven hoof of official malfeasance and usurpation. As this decision was due a year ago, and as there was no known reason for the delay, and as the decision as rendered conforms the statements made in the Associated Press dispatches from time to time, strong color is given to the suspicion that some person in touch with the court, and were for the purpose of feeling the pulse of the public and preparing it for the decision which goes much further in the direction of usurping power than any that has been made."

The governor declares that the constitution of Nebraska gives the legislature power to establish maximum charges for transportation, and declared that the supreme court has tried to abrogate it. He challenges Justice Harlan's declaration that a corporation is a person under the 14th amendment to the federal constitution, and says: "I deny it, and so will every body but a corporation lawyer or a subservient judicial tool of corporate interests."

Governor Leedy then quotes the 14th amendment, and says: "How, in the name of God, can this apply to corporations? Corporations are not born; they are created—made by law. They cannot be naturalized; they can take no oath of allegiance; only human beings can do that."

After more in the same strain, the governor, still referring to the 14th amendment, says: "Who are the persons who shall not, according to the provisions, be deprived of life, liberty or property, nor be denied equal legal protection? Everybody outside the asylum and off the judicial bench knows them to be—and to only be—natural persons. They are those who, beside the capacity to hold property and enjoy legal protection, also have life and can enjoy liberty, and that means human beings."

Continuing, the governor quotes "Hare on American Constitutional Law," and a decision by Justice Woods, of the United States circuit court, afterward supreme court justice, to prove that the 14th amendment does not refer to corporations, and declares that the Woods decision had been followed in California, Rhode Island and other states from 1870 to 1883, "when Justice Field and another federal justice of the peace named Sawyer decided the other way, and since then, whenever a corporation starts out to commit highway robbery, pick a man's pocket, or loot a public treasury, it dignifies itself as a 'person' and goes out on its mission of plunder. Nobody but a slave or a knave will yield assent to the hideous distortion of meaning which Judge Harlan gives to the word 'person,' as used in the 14th amendment, and upon which he bottoms his infamous decision, and which shows to what depths of iniquity the supreme court of the United States has descended."

"I desire," the governor said, "to quote some of the decisions of the supreme court of the United States before it went into partnership with Morgan, Vanderbilt, Gould & Co., in opposition to the opinion they hold in the Nebraska case." (Long decisions by Marshall in 1860 are quoted.) In conclusion, Governor Leedy states that his maximum rate bill will be presented to the Kansas legislature.

BOWERY MISSION FIRE.

Eleven Men Were Burned to Death in the Flames.

New York, March 15.—Eleven men lost their lives in the fire which swept the Bowery mission lodging-house this morning and left it a blackened shell. Their bodies are so charred that most of them may never be recognized. The lead are supposed to be: Elias Cuddy, 29 years old, address not known.

John Moran, Stapleton, S. I. McDermott, 29 years old, address not known.

James O'Rourke. James Soden, of Spottswood, N. J. Six bodies unidentified.

No. 105 Bowery is one of the best-known lodging-houses on that thoroughfare. It is called the Bowery mission lodging-house, and is conducted by the Christian Herald. In one part of the building there is a cheap restaurant. The second floor is used exclusively for mission purposes, gospel meetings being held there daily. The two upper floors were fitted up as cheap lodgings, with accommodations for 150 males, who paid 10 to 25 cents each, according to the location of the room.

Last night almost every bed was occupied. At 1:30 o'clock this morning, one of the lodgers discovered flames coming from a washroom on the third floor, but before he had time to alarm the house, the fire was noticed by persons on the street. By this time the flames had eaten their way to the top of the building, and were bursting through the roof when the alarm was given and the inmates aroused. Wild scenes of excitement ensued. Many of the lodgers became panic-stricken. They rushed into the halls and fell over each other in their efforts to reach the streets. Those on the lower floors got to the street safely by the stairways, while those on the upper floors groped their way through the blinding smoke to a fire escape in front of the building. A fire escape in front saved only portions of them were clothed, while several of them were naked. Those who made their way to the streets by the fire escapes were superficially burned by the excessive heat of the iron ladders, which in many places had become red-hot from the flames within. The firemen saved many lives.

DOLE HOME AGAIN.

He Believes That Annexation Will Ultimately Succeed.

San Francisco, March 15.—The steamer China which left Hong Kong February 12 and Honolulu February 24, arrived today, bringing these Hawaiian advices:

President Dole returned to Honolulu the morning of the 4th. After a cabinet meeting held immediately upon his arrival he was interviewed by a press representative. He spoke very frankly on matters pertaining to his mission to Washington.

"Yes, I shall be very glad indeed to tell the people anything I may know relative to annexation," said the president. "The Maine disaster in Washington previous to my departure for Hawaii. When I was in Hawaii I met many friends of Hawaii. They feel confident that annexation will come. While there was a doubt whether the treaty would secure the required political votes in the senate, still it was the consensus of opinion that a joint resolution would carry in both houses. I place much reliance in what was said to me by senators and representatives who are fighting for Hawaii, for I know them to be working faithfully and earnestly."

"What is Speaker Reed's attitude?" "When I was in the American capital I learned that he has always opposed annexation, although he has made no demonstration against the treaty. My impression of President McKinley? Well, I will reply that it is extremely favorable. I found him to be an unassuming, frank and sterling man. He seems to have set his heart and soul on the annexation treaty."

"Our reception was extremely cordial and hospitable. All along the line to and from Washington throngs of people came to see me. We shook hands, and in many instances I was obliged to speak briefly from the car platform. It was from these people that I gathered the impression that the addition of Hawaii was the popular sentiment throughout the land."

GAVE UP THE ATTEMPT.

Klondikers Could Not Get In by the Stickeen Route.

Port Townsend, March 15.—The steamer Cottage City, which arrived from Alaska tonight, brought a number of passengers from Fort Wrangel, who have given up the attempt to get into the Yukon country by way of the Stickeen route. Among them was A. L. Brown, of Massachusetts, who succeeded in getting about 40 miles above Wrangel with his outfit before the depth of the snow stopped further progress. Mr. Brown says about 1,000 men with their outfits are snowed in between Wrangel and Glenora.

Philadelphia, March 15.—Over \$6,000 was realized for the fund of the wounded survivors and the families of those killed on the battle-ship Maine by a monster theatrical matinee given at the academy of music.