

## FIRE HORROR IN NEW YORK

### A Seven Story Business Block Blown Into the Air.

## FLAMES RAVAGED WHOLE STREETS

### Hundreds of Human Lives Believed to Have Been Lost—Heroic Efforts of the Fire Department.

NEW YORK, Oct. 29.—To the long list of fire horrors that have occurred in and around the city of New York was added one today, by fire and an explosion which shook the lower end of Manhattan Island like an earthquake, hurled a seven-story building into the air, and set fire to two blocks of buildings, with a loss of life that only the efforts of hundreds of men, who were rushed to the work of digging away the ruins as soon as the fire was extinguished, will reveal.

The big building of Tarrant & Company, makers of medical specialties, standing at the northwest corner of Greenwich and Warren streets, and filled with chemicals, took fire an hour and a quarter after 12 o'clock this afternoon. One fire company had just arrived when the terrific explosion occurred, and threw the engine crew down the stairway. The firemen, realizing the danger of their position, rushed out of the building to the street. Captain Devanney ordered his crew back into the building again. They dragged the line to the doorway a second time, when came an explosion more terrific than the first, and the whole crew was hurled across Greenwich street. Devanney was so badly injured that he was sent to the hospital. In the meantime other engines that had responded to the alarm, had collected and the firemen were busy rescuing people from the surrounding buildings.

The firemen had already taken many girls down the only fire escape upon the building, and more persons had been carried down the escape of the buildings adjoining, when the force of the explosion tore away the walls of the big commission storehouses fronting on Washington street, and caused them to collapse.

Across Warren street to the opposite buildings the flames leaped, setting them a fire. In a moment Warren street was choked with a mass of debris, and the whole place was aflame. A great explosion was followed by a half dozen more, scarcely less intense, and by a countless number of smaller ones.

By this time the fire apparatus was arriving from every direction. The explosion and fire together had now assumed the proportions of a great catastrophe, and it was thought that hundreds of lives had been lost.

The only person known to have been killed, up to 8 o'clock tonight, was a man who died in the hospital as the result of an injury received in the street. Chief Croker says no firemen are missing.

## GERMANY IS AMBITIOUS.

### WOULD SECURE AMERICAN COALING STATIONS.

### Her Efforts Now Directed Toward Getting a Foot-hold in South America—Monroe Doctrine.

NEW YORK, Oct. 29.—Any attempt on the part of Germany to establish a coaling station in territory of Venezuela will be opposed by the United States, says a Washington special to the Herald. Such action would be in violation of the principles of the Monroe doctrine. A cable dispatch from Port au Spain has been received conveying a rumor that the Venezuelan government is considering the advisability of leasing to Germany a port on the Island of Margarita, and it has attracted much attention.

Germany is anxious to acquire sites for coaling stations in the Western Hemisphere. It has been frequently reported that she was endeavoring to establish a coaling station on the Brazilian Coast, but no negotiations have been entered into. Naval officers say that Germany could have only one object in establishing a naval station in the Western Hemisphere—to prepare for hostilities against the United States. The United States is the only Power whose competition the Berlin Government fears. When this Government would not permit the acquisition of the Danish West Indies by any European state, reports were circulated that Germany was endeavoring to establish a coaling station at Santa Catharina, Brazil. These reports were not confirmed.

Mr. Pulido, the Venezuelan Chargé d'Affaires, says that he heard nothing confirmatory of the report that his government is considering the advisability of leasing to Germany a port in the Island of Margarita for use as a coaling station. Germany's claims on Venezuela arise from the construction of the trans-Andean Railroad from Caracas to Valencia. Because of these, Germany last year had a sharp correspondence with Venezuela, and notice was given that the claims must be paid by January 1, 1901.

Margarita Island would be valuable to Germany as a base, because of its strategic position in the Caribbean. It is near the mouth of the Orinoco

River, and could be used effectively in operations centering about a Nicaragua or Panama Canal. The island has several deep harbors, that could be strongly fortified and easily held.

## CUP YACHT RACES.

### Talk About Changing Course From Sandy Hook to Newport Is Idle.

New York, Oct. 29.—While there is talk in some quarters of transferring the America's cup races to Newport, the Journal states on the best authority that there is not the slightest chance of the races being presented there. While the course off Brenton's Reef Lightship is good, it is not as good a one for a fair test as the Sandy Hook course. Off Point Judith, Block Island and Vineyard Sound four tides would have to be encountered during a race, against one or two at Sandy Hook. For this reason, if no other reason, it would be unfair to ask Sir Thomas Lipton to accept such a handicap, and there is not the slightest chance of his being requested to do so.

So far as winds go, there is quite as much chance for a breeze off Sandy Hook in August as at Newport. For they have calm days there just as they do at Sandy Hook.

## While There Is Life There Is Hope.

I was afflicted with catarrh; could neither taste nor smell and could hear but little. Ely's Cream Balm cured it.—Marcus G. Shantz, Railway, N. J. The effect is surprising. My son says the first application gave decided relief. Respectfully, Mrs. Franklin Freeman, Dover, N. H. The Balm does not irritate or cause sneezing. Sold by druggists at 50 cts. or mailed by Ely Brothers, 56 Warren St., New York.

## FOR GUNNERY PRACTICE.

### Navy Department Proposes to Improve the Effectiveness of Navy.

New York, Oct. 29.—Important action for the improvement of gunnery practice has been taken by the Navy Department upon the recommendation of Rear-Admiral Crowinshield, Chief of the Bureau of Navigation, says a Herald special from Washington. The department has issued a general order extending the course in gunnery instruction to each squadron of the Navy.

The new order establishes an "inspector of target practice" who shall be present at the "fighting efficiency practice" provided, and submit a comprehensive report thereon. It also constitutes a board of officers to be known as the Board of Gunnery Instructions, who will select subjects for the approval of the commanding officer, members of the gun crews to take gunnery instruction courses.

Preliminary instructions will be given; then final practice with small arms. Then sub-caliber practice will be held, and then the preliminary target practice ship's gun pointers will be selected, and those having the highest percentage will be detailed at the earliest opportunity for the advanced course provided for on board a gunnery training-ship.

During the winter of 1897 Mr. James Reed, one of the leading citizens and merchants of Clay, Clay Co., W. Va., struck his leg against a cake of ice in such a manner as to bruise it severely. It became very much swollen and pained him so badly that he could not walk without the aid of crutches. He was treated by physicians, also used several kinds of liniment and two and a half gallons of whisky in bathing it, but nothing gave any relief until he began using Chamberlain's Pain Balm. This brought almost a complete cure in a week's time and he believes that had he not used this remedy his leg would have had to be amputated. Pain Balm is unequalled for sprains, bruises and rheumatism. For sale by F. G. Haas, druggist, State street, Salem, Oregon.

## TO PROTECT SHIPPING.

### Congress Will Be Asked to Establish an Important Weather Station.

Washington, Oct. 29.—Secretary Wilson probably will ask Congress for authority to build a cable from the mainland to Tatoosh Island, at the entrance to Puget Sound, Wash., and then establish a permanent weather bureau and ship reporting station there. Since the discontinuance of the station at that point, the San Francisco Chamber of Commerce and other Pacific coast organizations have petitioned for its re-establishment, and the enlargement of the protection of shipping, especially of vessels in distress. The weather inspector has reported favorably on the project, and the bureau has recommended it.

## HOPS SOLD.

Woodburn, Oct. 29.—H. L. Bents, acting for M. H. Durst, has purchased fifty bales of hops of O. L. Barbur at 15½ cents a pound. This is the highest figure yet reached in this section. Most of the hops here are sold, but a few are still holding with the expectation of realizing 18 and probably 20 cents.

## CASTORIA

### For Infants and Children.

### The Kind You Have Always Bought

Bears the Signature of J. C. H. Hatcher

Twice-a-week Statesman \$1 a year.

## THE PACIFIC NORTHWEST

### Its Advantages as Compared With California's Resources.

## OBSERVATIONS OF A TRAVELER

### S. A. Clarke Writes Again of His Trip Across the Continent and Some Comparisons He Made.

Having given a brief sketch of the journey by rail from the farthest East, by the Union Pacific route to the eastern line of Oregon, I am tempted to word picture the various lines through the Inland Empire and draw comparison of what our region possesses with the thousand miles of mountain plateaux to the eastward can offer, with elevation of 4,000 to 8,000 feet, averaging for the entire distance from Lodge Pole, in Nebraska, to Huntington, in Baker county, Oregon, 1000 miles, over 5000 feet of altitude. All that distance the range interests predominate and the "cow boy" is always in evidence.

When we near the Oregon line scenes change, and while the stockman is always prominent, there are beautiful valleys, as the Boise, Payette and Waiilatpu, where farms, orchards and homes are unsurpassed and the towns and villages speak of prosperity and social progress. This is also a region where fruit growing is a feature, for even the sage brush plains of Snake river have been redeemed and irrigated, so transformed to fruitful orchards. And this is but the commencement of progress that will in time redeem immense present wastes and create a productive region. This is a matter I have studied from the work of the Geological Survey, whose mission is to convert arid lands to homesteads.

Almost 40 years ago I was in Baker county and at its organization was made its county clerk. I then studied all the interests of the wide region; its fruitful lands and mining districts, and later traveled through the fertile valleys and mining districts of Southern Idaho as correspondent for the New York Times, San Francisco Bulletin and a Portland daily. As we sped over these scenes on the rail, in luxurious cars, there came reminiscences of the generation ago when I rode the trails of mountain and plain on horseback. The region had realized all that was expected of it in the early time, and yet has made but a commencement in the line of progress that is to come.

There is no more beautiful spot on the earth, not even the Vale of Chamouni than the Grand Teton Valley. Cradled among the mountains it has become a home for many thousands and has cities, towns and villages that show refinement as well as progress, and its industries fully correspond. Looking back those years, memory has a picture of a tent pitched one May, on the overlooking hills near La Grande, after a day's journey down the river, often neck deep in ice water, as there was no trail through the all pervading snows. We had shoveled snow to make a pathway to cross the Blue mountains by a new route. As the sun went down we reached this salient point and looked over the beautiful scene of the valley, shrouded among its snow bound ranges before it possessed a single home—save as Nez Percé wigwams were indicated by curling wreaths of smoke. Powder river was as nature left it; Unatilla had here and there an adventurous settler; Walla Walla had become a village, but the Inland Empire was then scarce discovered to civilization.

It is worth while to have lived to see the time when great railroad systems have developed the Inland Empire; when the iron horse and the river steamer compete for its traffic, and both are taxed to carry to the coast's markets the millions of bushels of wheat to feed the world's people; when ships and steamers come from earth's farthest shores, over her widest oceans, to land this grain of a metropolis that was a struggling village—log houses planted, often among giant stumps—when the writer landed there in September, 1850.

East of the cascades the traveler finds rich fields and homes that adorn favored districts in Idaho, Washington and Oregon, whose product calls here the world's ships and commerce. As he comes through those scenes, and down the course of the River of the West, he sees orchards and vineyards whose product loads trains to supply Eastern cities with the choicest of fruit in season, and cured and canned fruits later. This transformation of savage wild to civilization and progress many of us have lived to see and to rejoice at. The fabled Garden of Eden was not more lovely than were many of these scenes in their state of nature.

There is nothing more deceiving than the journey down the Columbia. Its shores are level—precipitous, 1000 to 1500 feet high—"Rock-ribbed and ancient as the Sun"—with drifting sands left by the river floods. Occasional outcroppings of sandy loam make fruitful spots, but there are not over a thousand acres of arable soil to be found in a hundred miles of its flow. The stranger who comes from the East is wonder struck when told that broad uplands spread from the sum-

mit of these cliffs, the richest wheat lands to be found, whose product loads great fleets of merchantmen, that cross all earth's oceans, to feed the peoples of Asia, Europe and Africa; wheat fields whose value reach "the wealth of Orons and of Ind." He looks more kindly on the frowning cliffs when he learns what fertile acres they uphold.

The last hundred miles on the R. R. & N. is a fitting finish to the 3200 miles of travel, for it includes the fearful rage of waters at the dalles of the Columbia, where an inhospitable lava surface closes in around the utter hell of waters; then comes The Dalles City, and a few miles of rare shores with orchards and homes fill the interval before we enter the wonderful gorge that for 75 miles reveals an unsurpassed wonder of mountain scenery—always changing and ever new. The upper river is a tranquil flow through mountain vistas, with snow peaks gleaming through the steep dolines. In the center of the range we view the enticement where the cascades rage and foam, and where Indian fable has located the Bridge of the Gods. Nowhere is this scene surpassed, except it may be equalled in the passes of the Denver & Rio Grande. While that may be equally sublime, it has different features, lacking the fury of the cascades' rush of waters, and the majestic placidity of such waterfalls as the Multnomah and Onocenta, that grace the lower river.

Leaving the gorge one is in a different region and climate. The shores of the lower river are hill sides where homes and orchards grace the scene, while snowy peaks add awe and sublimity to all the world below. At Portland we see the world's commerce in ships waiting for cargo, while the local trade is shown in the multitude of river streams and smaller craft that line the shores or ply the stream. Where we cross the river the scene is familiar, for here I built a saw mill, just where the steel bridge lands, in 1851, when there was no house within sight and majestic oaks lined the river bank. What Western Oregon is, it needs not to recite. There are no richer fields, more beautiful scenes, more delightful homes, more refined people. Its cities have every modern advantage; its institutions of learning equal the oldest states at the East; facilities for industries exist in a million horsepower that can be brought to the line of the Southern Pacific railroad, that will in time all be made useful in production. There is no region that offers more genuine inducement, and yet, this Empire of the Northwest coast develops but slowly. We have immense development in transportation lines, with five great continental systems at our doors, while this branch line enters every fertile district. It is true that since pioneer days the country west of the waters of the Missouri has developed hopeful states that have offered advantages nearer the East than Oregon, but none of them have the world's commerce at command as we have; none have such moderate and healthful climate; such mineral wealth; such future certainties. And in the states of the farthest Northwest there is such varied possibilities as cannot be recalled elsewhere.

Why is it, then, that when the Denver train came in at Clatskanie I was transferred from a full sleeper, bound for California, to occupy alone, the tourist sleeper that was to take the Oregon Short Line for Portland? California may be the land of fruits and flowers; its climate semi-tropical, lands are not usually so reasonable in price or sure to produce, while recurring droughts are frequent and the greater area of soils is less productive. It was so apparent that travel was directed to the south that I have been tempted to show the advantages of the north coast. Surely, the Columbia river and Puget Sound, the western valleys of both states, and the temperate climate of the seaboard, with the vast areas and unrivaled production of the Inland Empire, leave nothing to be desired, but more complete development.

S. A. CLARKE.

## WERE ASPHYXIATED.

### Three Montana Miners Overcome by Powder Smoke.

Butte, Mont., Oct. 29.—William Whitmore, Robert Campbell and Chas. Blackie, three miners employed in the Smokehouse mine, were asphyxiated this afternoon, by powder gas. They had fired twelve shots, and went down soon afterwards.

The three bodies were found by the foreman of the mine in four feet of water, at the bottom of the shaft. All of the men have lived many years in Montana, and have been prominent in mining circles.

## A CHILD BURNED.

Sheridan, Oct. 29.—The blaze from an open fireplace ignited the clothing of a little 8-year-old girl of James Norris, living in the foothills above Williamsburg, on Saturday. She ran screaming to her mother, who was hanging up some clothes outside. The child was frightfully burned, and but little hope for her recovery is entertained.

## The Appetite of a Goat

Is cured by all poor dyspeptics whose Stomach and Liver are out of order. All such should know that Dr. King's New Life Pills, the wonderful Stomach and Liver Remedy, gives a splendid appetite, sound digestion and a regular bodily habit that insures perfect health and great energy. Only 25c. at Dr. STONE'S drug stores.

Twice-a-week Statesman \$1 a year.

## WAS ASSAULTED AT HOME

### Elmira, New York, Hoodlums Insult Their Governor—The Police Looked On.

### In Other Cities the Republican Standard-Bearer Was Received With Enthusiasm—His Courtesy and Consideration for the Son of Richard Croker.

ELMIRA, N. Y., Oct. 29.—For the first time in New York state, and in the home of the Democratic candidate for Governor, Theodore Roosevelt was assaulted in the streets of Elmira tonight, on his way to his place of meeting. He was in a carriage with former State Senator Fassel, and at several points along the route was pelted with eggs and vegetables, and greeted with the vilest epithets. He sat in dignified silence while the police looked on quiescently. During his campaign in the morning he was also assaulted personally, and a bitter fight ensued. In the place of meeting the Governor had no interruptions. After it was over he said: "It was nasty conduct; the conduct of 'hoodlums'."

## HIS COURTESY.

Elmira, N. Y., Oct. 29.—Governor Roosevelt finished the first day of his second week's campaign in this state by an invasion of the home of the Democratic candidate for Governor, John M. Stenhouse. In Ithaca, the Governor's reception was of the most friendly nature, and he paid a compliment to one of the college men, the son of Richard Croker, by refusing to do, as he has generally done at other stops, make a personal attack upon the Tammany leader. His welcome in Elmira was a great political demonstration.

## BRYAN'S WORK.

New York, Oct. 29.—"And I am feeling tolerably well, I thank you." This was Mr. Bryan's response, when

told tonight that he had made thirty speeches during the day and thus broken his own record for speech-making. As a rule the speeches were not so long as on most occasions, but they exceeded in number by nine or ten those of any previous day during the present campaign, and by three the highest number made in the campaign, in any one day, in 1896. Beginning at Bainbridge in the interior of the state, at 9 o'clock in the morning, he spoke twenty-one times, in New York City he made one speech, and in Brooklyn during the night he made eight speeches, making thirty in all for the day and night. Mrs. Bryan accompanied her husband during the day, and she received almost as much applause as he did when she appeared before the crowds assembled to hear him. The crowds were generally large in proportion to the population.

## TO THE HEBREWS.

New York, Oct. 29.—The last speech made by William Jennings Bryan on Manhattan Island during the present campaign, was made tonight to the Hebrews of the East side. In many respects this was one of the most remarkable scenes of the campaign. Without the fireworks which attracted the crowds to the Madison Square Garden gatherings, with a knowledge of the Presidential candidate would not speak more than 10 or 15 minutes, the crowds began to gather on the East side at the Hamilton Fish Park; at 4 o'clock. The most conservative estimates of the crowd fix the number at, at least, 50,000. According to the people who have lived all their lives on the East side, no previous event has ever caused such a demonstration in that section of the city.



CHINA'S BIGGEST ARSENAL.

## SAD DEATH AT SEA

### A. A. BASHOR KNOCKED OVERBOARD IN BERING SEA

### While on His Way Home from a Fruitless Prospecting Trip in the Interior of Alaska.

Messrs. Gilbert Bros., of this city, yesterday received a letter from Seattle that conveyed sad news to one family in this city. The letter was written by E. P. Wilbur, of Chico, Montana, a returning Alaska gold-miner, and it gave the details of the death at sea, by accident, of A. A. Bashor of North Salem. The unfortunate man, who had gone to Alaska to better his fortunes, leaves a wife and three children, two daughters, Gertrude and Chloe, and one son, Elmer, all of them residing in North Salem. He was 43 years old, and belonged to the Hubbard lodge of Odd Fellows. The family was last evening apprised of the death of the husband and father by Rev. W. C. Kautner, pastor of the First Congregational church.

The text of the letter received by Gilbert Bros., is as follows: "I regret to inform you of the misfortune that has befallen a family of your town. A. A. Bashor, of your place, was lost at sea on a trip from Bristol Bay to Dutch Harbor in the early part of this month. There was a party of us who had been up the Nushagak river and its tributaries, on a prospecting trip. On our return about the last of September we were all looking for some way to get out, when a small schooner came there and offered to carry eleven persons to Dutch Harbor.

"Mr. Bashor and myself were among the party of eleven who took passage. When some distance east of Unvik Pass, Mr. Bashor was knocked overboard by the swinging of the fork of the mainsail as the vessel was trying to go about in quite a strong gale. Timbers and boxes were thrown overboard and a boat was gotten off, but to no avail. Mr. Bashor was talking with one of the party, named McMullen, of going to White Horse, so he (McMullen) took charge

of his effects and will, I presume, write you or his family. I had no heart to break such news to his wife and children, so write you as I had often heard him speak of you during the two months we were together. "I hope to get on to my home tomorrow, (Chico, Montana) if I can give any information further than I have here given, will do so at any time."

"In concluding I will say that I have never known a more pronounced case of presentiment. Mr. Bashor was heard to say several days before the accident, that he hardly thought he would ever see his family again.

"I hope to get on to my home tomorrow, (Chico, Montana) if I can give any information further than I have here given, will do so at any time."

**DELINQUENT INTEREST.**—The treasurer of Malheur county yesterday paid \$72.07 to the State Treasurer, in full payment for interest on delinquent taxes for the year 1899.

On the 10th of December, 1897, Rev. S. A. Donahoe, pastor M. E. Church, South, Pt. Pleasant, W. Va., contracted a severe cold which was attended from the beginning by violent coughing. He says: "After resorting to a number of so-called 'specifics,' usually kept in the house, to no purpose, I purchased a bottle of Chamberlain's Cough Remedy, which acted like a charm. I most cheerfully recommend it to the public." For sale by F. G. Haas, druggist, Salem, Oregon.

## TREASURE SHIPS.

### Two Steamers Come from Nome With Piles of Gold.

Seattle, Wash., Oct. 29.—The long overdue steamer Robert Dollar arrived here from Nome tonight, with 350 passengers and \$1,000,000 in gold dust. She was delayed by storms. The steamer Ohio arrived this afternoon from Nome, with 427 passengers and \$250,000 in gold dust.

CASTORIA The Kind You Have Always Bought

Bears the Signature of J. C. H. Hatcher