

YESTERDAY IN CONGRESS.
WASHINGTON, Dec. 23.—In the senate, among the papers presented and referred were the resolutions of the military order of the Loyal Legion of the United States, adopted at St. Paul, Minn., and the resolution of the Loyal Legion of the United States, adopted at St. Paul, Minn., and the resolution of the Loyal Legion of the United States, adopted at St. Paul, Minn.

HOUSE COMMITTEES.
The Principal Ones are Filled by Speaker.
RECEIVED BY HIS STATE.
West Coast Wrecked, Under a Log, Highway Robbery, Caused by a Land Slide, Eugene's Impure Water, Handy with a Gun, Suicide at Spokane, Munitions of War, Disastrous Fire, Four Men Killed, State and Foreign News, etc.

WEST COAST WRECKED.
MENDOCINO CITY, Cal., Dec. 23.—While the steamer West Shore was hauling alongside the wharf at Point Arena yesterday morning, the moorings parted. The steamer was hauled for sea and the stern lines fouled the propeller, which rendered it useless. Captain Gerne ordered the sails hoisted immediately, and the steamer had just gained headway when two heavy seas struck her, sending her on the ship's reef. Ten of the crew took to the ship's boat. The boat capsized, and nine of the men—two engineers, two mates, two mates, the cook, cabin boy and three sailors—were drowned. The captain, fireman and two seamen were saved. The West Coast was a cargo of 2300 tons. She will be a total loss. She left San Francisco on the 18th for Herat's Landing, in command of Captain Gerne, one of the best known masters running along the coast. His steam schooner was the first of that class of vessels built in San Francisco for the coasting service, and her completion began a new era in the traffic of small vessels with sufficient steam power to propel them at a good speed, and at the same time fitted out as sailing vessels. The West Coast was built in San Francisco in 1885, and was of 127 tons net, with engines of forty indicated horsepower. Her dimensions were: Length, 112 feet, 4 inches; beam, 31 feet 3 inches, and depth of hold, 8 feet 6 inches. Under steam the vessel, with a full cargo, could make about eight knots an hour. H. Grathwait, of San Francisco, is managing owner. The steamer was valued at \$25,000, and is partly insured.

UNDER A MONSTER LOG.
SEATTLE, Dec. 23.—A terrible accident happened on the east shore of Lake Washington yesterday afternoon, in which J. W. Stewart, a logger, was thrown on a skid road face down and a 20-foot log, three and a half in diameter, was drawn from end to end across the prostrate form. The flesh from the right shoulder to the hips was either stripped from the bones or lacerated in a terrible manner. The man was brought to the Providence hospital and examined by physicians, who say he will live. This is the fourth time that Stewart has been crushed or mangled, the last three times being within a year.

HIGHWAY ROBBERY.
THE DALLES, Or., Dec. 23.—Joseph Chamberlain, a resident of Lyle, Wash., aged 80, was in the Dalles last Saturday night and spent the evening in a saloon with two young men, Al Mesplie and William Avery. About midnight they left the saloon, and when far enough away from any houses the two young men knocked the old man down, using big stones, with which they beat his face and head till he was almost unrecognizable, and then robbed him. Both young men are the sons of good families and made no attempt to leave the city, thinking perhaps they would not be recognized. But Mr. Chamberlain gave an almost accurate description of his assailants, and both were arrested. Avery was frightened and made a clean breast of the whole affair. Chamberlain declares that he was robbed of \$107.50, even giving the number and amount of each piece of money he possessed. Young Avery, however, says they only got from him \$5 and some small change, and this was all the money found on the prisoners when arrested. Both young men were sent to jail in default of \$2000 bail each. Mr. Chamberlain has lived near Lyle for the past seven years, and has a wife and family of eight children.

CAUSED BY A LANDSLIDE.
CASTLE ROCK, Dec. 23.—Northern Pacific freight train No. 57 was wrecked one-quarter of a mile north of this place last night about 6:15. A landslide in the deep cut had moved the track and before the engineer discovered it the engine went crashing into the bank, falling over on its side. The engineer, fireman and head brakemen were in the cab and escaped without injury, with the exception of the brakeman, who was slightly scalped. His feet became caught and held him fast for some minutes before he could release himself. John McLuskie, who was taking a ride on the bumpers, was thrown about forty feet into the Cowilla river, but swam ashore. Alfred Mathews, who was stealing a ride in a load of coal, had his right leg broken above the ankle. Two cars were hurled down the embankment and now lay at the bottom of the Cowilla river. Other cars were derailed and the whole track for 125 yards is badly torn up and the right-of-way completely blocked. The conductor, two brakemen and two passengers, who were in the caboose, escaped without a scratch. The caboose and five cars remained on the track. It will take at least forty-eight hours to clear the wreck. Dr. Brooks attended those injured, reporting none fatally hurt.

RECEIVED BY HIS STATE.
KANSAS CITY, Kan., Dec. 23.—The train bearing the body of the late

Senator Plumb arrived here early this morning. Those who formed the escort were Governor Humphrey of Kansas, his staff and officers of state; Timothy McCarthy, department commander of the G. A. R. of Kansas, his staff and delegations from the various posts of Kansas. The pall-bearers were Mayor Hannon and the members of the city council of Kansas City, Kansas; a committee of representative men of that city, and a detachment of metropolitan police. Governor Humphrey formally received the body from the sergeant-at-arms of the senate.

BRICK AND TILE.
MURPHY & DESART.
Large supply on hand. Near by ground, Salem, 72