TRUTH AND LIBERTY

FIFTY-SECOND YEAR

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NUMBER 288.

GRAND DESCRIPTION OF SANTIAGO FIGHT

Viscaya Made Best Showing of Spanish Ships-Big Shells Passing Over Brooklyn Sounded Like Railroad Trains.

Washington, Oct. 23.-The Schley, that the Smith was within 100 yards of court of inquiry is rapidly approaching its closing days, as was made evident by many circumstances today. One of these was the removel from the courtroom of most of the tables which were placed there for the press. Comparatively few of these tables were ever used and they have been taken away to make room for the increased attendance expected during the last days of the inquiry.

FIFTEEN MORE WITNESSES.

At the beginning of today's proceedtags Attorney Raynor, chief counsel for Admiral Schley, said that he would not have more than 12 or 15 witnesses to examine and that the examination of some of these would require comparatively little time. The principal tpesses yet to come are Admiral Schley and Capt. Clarke. It is expected that Admiral Schley's testimony will cover at least a day or two, the length of time depending upon the extent of the cress-examination to which he will be subjected, Capt, Clarke probably will be the last witness before the miral is heard, but his statement, it expected, will be comparatively

There was an unusually long list of witnesses of former days present in the court at today's session for the purpose of correcting their testimony. The first of the new witnesse called was James H. Hare, who as a photowas James H. Hare, who as a photographer for an illustrated weekly newspaper witnessed and made photographs of the battle of July 3. He was followed by Mr. William L. Hill, who was chief beatswain on the flagship Brooklyn during the Cuban campaign, and who had esepecial charge of the work of coaling. Other witnesses called for the day were Franklin T. Applegate, a gunner on the nesses called for the day were Frank-lin T. Applegate, a gunner on the Brooklyn; Major Paul St.C. Murphy, who was in command of the marines of the flying squadron and whose headquarters were on the Brooklyn; Lieut, Commander C. H. Harlow, who was executive officer of the Vixen and who wrote an account of the battle on July 3 in which he claimed alterations were made before it was officially published; Lieut, E. W. Eberle, who had charge of the forward 13-inch turret on the Oregon; Lieut, A. A. Ackerman, who was in charge of the aft 12-inch turret of the Oregon, and Lieut Rufus Z. Johnson, who was signal officer on the Oregon and aide to Capt, Clarke.

LIEUT. SIMPSON CORRECTS. While Lieut. Simpson was on the stand for the purpose of correcting his testimony of yesterday he stated in reply to a question by Mr. Hanna that he had first seen the Oregon coming up during the chase of the Spanish ships on July 3, when the Oquendo was dis-covered to be on fire. Mr. Hanna stat-ed that his object in bringing out this information was to fix the time when the Oregon came up. GRAHAM MAKES ADDITIONS

Mr. G. E. Graham made an addition to his testimony of yesterday concerning the interview between Commodore Schley and Capt. Sigsbee on May 26. He said that begond what he had already reported Capt. Sigsbee as saying "He had two pilots aboard, and that those pilots said that a fleet of vessels of the size of the spanish squadron could not enter the Mr. Graham also changed his reply

to the question of the court as to whether he had heard a conversation between Commodore Schley and Lieut. Commander Hodgson during the battle of July 3. Referring to this Mr. Graham said: "In answer to the question of the court I said: 'No. sir.' but it seems to me that I should say that there was a great deal of conversation going on between three or four of-ficers and I answered 'No' because I could not pick out from that conversation the one between Lieut. Com-

LIEUT. WELLS RECALLED. Lieut. Wells was among the former witnesses called for correction of tes timony. While he was on the stand his attention was called to a press 24. prepared for him by Admiral Schley. The copy was found in the commodore's press copy book and Lieut. Wells said he thought he had prepared it. He said, however, that there was a pencil note indicating that the dispatch had never been sent. He was asked to translate the copy and present it to the court later, Capt Lemly explaining that the dispatch in dicated a conversation between the witness and Commodore Schley.

JAMES H. HARE. Mr. James H. Hare was the first new witness today. He was a press photographer during the Santiago campaign. He stated that he was on the press boat Somers N. Smith on May 26 and May 27 and they had met the St. Paul. "Did you have any megaphone com-munications between the Somers H. Smith and St. Paul?" Mr. Raynor

'Megaphone and by mouth also."

"State what it was."

"We asked the St. Paul if there were any tidings of Cervera's fleet. Capt. Sigsbee told us there were not; that Cervera's fleet was not inside Santiago and that Schley had gone west," 'Is there any particular incident that impresses than on your memory?" "Yes, sir. On Sigsbee's assurances that the fleet was not in the harbor we went back to Key West to coal instead of to Jamaica and the first news we got was that Cervera's fleet was ship had told him so, but this testimony was ruled out. The witness then we got was that Cervera's fleet was bottled up in the harbor."

the St. Paul and that part of the conversation was by megaphone and part without it. He gave a list of newspaper correspondents on the Smith at the time, but said he did not recognize any of the officers on board the St. Paul except Capt. Sigsbee. Among the Paul except Capt. Sigsbee. Almong the newspaper men mentioned at present were Sylvester, Stephen Crane, Charles M. Pepper, Mr. Sheenan, George Lynch and W. O. Wilson. In reply to Mr. Raynor the witness said that Sheenan and Crane are dead and Scoville is at Havana. He told the court in res-ponse to a question by it that Capt. Sigsbee had himself used the mega-

BOATSWAIN W. L. HILL.

Mr. Hare was succeeded by Chief Boatswain William L. Hill who was a boatswain on the Brooklyn during the summer of 1898. He testified to hearing guns on approaching Cientuegos and said that while there a blockading line maintained three or four miles He said that he had written letout. He said that he had written letters to his wife during the campaign and had from these made a journal covering the period. He said in reply to a question by Mr. Raynor concerning the weather on the cruise between Cienfuegos and Santiago;

"The weather was rough. It was worse than that. I should say it was blowing a reef top sail breeze, and at one time the seas were breaking completely over the Massachusetts. I made

pletely over the Massachusetts. I made

an entry to that effect."

Mr. Hill also stated that he had had Mr. Hill also stated that he had had direct charge, under the executive officer of the Brooklyn, of the coaling of that vessel. "The Brooklyn, he said, "was the best ship in the fleet to coal but only with constant watchfulness in the calmest weather could we coal without having an accident."

without having an accident."

The witness said in reply to a question that the derrick beams of the collier were not long enough to throw the coal into the Brooklyn and that other and supplementary devices were necessary for that purpose. He also said that he had personal knowledge of the Texas and knew that the projecting sponsons of that ship made it a hard vessel to coal, and on more than one occurred the company of the company had been called and casion permission had been asked and received for the ship to go to Guantana-

DESCRIBES BATTLE OF JULY 3. In the course of his description of the

battle of July 3, the witness said:
"Probaly fifteen minutes after we started the Spanish ships had nearly all gotten out. There were three of them. stood near enough to touch Commo dore Schley at that time and I saw that we were going into a pocket. The Spanish ships had goten out and the Vizcaya, the second ship, had turned toward us and we were about to cross the line of fire of our own ships. At that time the order was given to part the helm. I heard Commodore Schley say. 'Port.' and the ship started to swing to starboard. The helm was put over hard aport and she swung around on her heel. The fire from our batteries never ceased from the time we started to turn until the end of the battle when the Colon went ashore. The guns were constantly being fired. The Taxas was on our starbeard hand, and she was fully a third of a mile from us. There was never any questin in my mind about stribing her. We did not come are bow, We were slightly abea. and thened in Chi way entirely clear of her. After swinning around we lined

up parallel with the Spanish fleet. In a few minutes the Teresa went ashore on fire. Soon after the Oquendo followed and then we sided up with the Vizcaya time there was not a ship to be seen astern except the Oregon, which was about a half mile from us. On this run with the Vizcaya Ellis was killed. There were fourteen or fifteen of us standing together. The commodore asked in a matter of fact tone. What is the range? Ellis raised the stadimeter to his eye and as he did so a shell took his head off. As he fell to the deck dead,

young McCauley said, 'Let's throw it overboard.' The commodore said. 'No, don't throw that body overboard. He died like a brave man, and I am going to bury him like one. He directed me to look out for the body. I had it wrapped in blankets, laid in the shade and that evening it was gotten ready for burial. The Vizcaya was putting up the best fight of any ship there. She fought well and the big shells were going over us, and a great meny of us ducked. These shells sounded like half a dozen railroad trains underway. As they were heard going through the air down would go a head, but Commodore Schley's head never bent."

There was a great outburst of applause in the courtroom as in a dram-atic way the witness recited this in-Admiral Dewey, for the first during the sesions of the court. found it necessary to pound his gavel on the table and admonish the audi-Continuing his story the witness said:

"He was as calm, cool and collected as he is at this moment. His only thought was for his men. He called constantly as the different events occontantly as the different events oc-curred saving "Do the billies below know this? do they know that, that this ship has one ashore and that ship has one ashore?" His sole idea seemed to be that he wanted the people be-low to know as much about it as these an deck."

TRIED TO RAM THE BROOKLYN.

Continuing his account of the battle Mr. Hill said that before the Viscaya went ashore she had made a turn to ottled up in the harbor."
On cross-examination Mr. Hare said her purpose.

Toistoi Seriously III.

St. Petersburg, Oct. 23.-Count Leo Tolstol is again somewhat seriously ill on the estate of the Counters Pa-In near Aloupa, in the Crimea,

REDVERS BULLEU RELIEVED. Cause Was He Bad Entirely Too Much to Say About the War.

after the luncheon given in his honor by the King's royal rifles, dealing with his famous dispatch to Gen. White at Ladysmith. He has been placed on half pay and Gen. French has been appointed to succeed him. The appoint-ment is to take effect "when his services are no longer required in South

It is understood that the govern-ment endeavored to break Buller's fall London Oct. 22. Sir Redvers Buller by giving him the option of resigning, has been relieved of the command of but that the general declined to give the First army corps. In consequence of the speech he made October 10. The morning papers all express sym-

pathy for the unfortunate ending of a brilliant career, but they are unanimous that no other course was open after his speech, and they express the greatest approval of the selection of Gen. French to succeed him.

KING EDWARD MUCH INTER-

New York, Oct. 23.—According to the London correspondent of the Tribune, the king has taken great interest in the controversy about the Ladysmith heliograms which has been carried on without intermission since Sir Redvers Buller made his unfortuante speech a fortnight ago. Mr. Brodrick was sum-moned to Balmoral to give his majesty the war office view of the affair, and the return of the court to London was marked by the official announcement that Sir Redvers Buller had been relieved of the command of the First ar-

Japanese Checks Issued.

Yokohama, Oct. 23 .- The treasury officials announce the issue of exchequer checks to the amount of ten million of yen, repayable in three months at 7 per cent. Negotiations continue for the sale of the bonds abroad.

Trial of Caleb Powers.

Georgetown, Ky., Oct. 23.-The trial of Caleb Powers was resumed promptly at 9 o'clock. It has been discovered by counsel for the commonwealth that one of the jurors was a school-mate of the defendant, and was in the same class with him for three years at Ken-

George L. Danford, of Louisville, was the first witness on the stand today. He was in the senate chamber when Goebel was shot, but was unable to tell whence the bullet came. Capt. Henry Hawkins Suicides.

Cowan, Tenn., Oct. 23.—Capt. Henry Hawkins, a prominent citizen and a Mason of high standing, 60 years of age, committed suicide at his home here last night by shooting himself through the head. No cause is given.

LOSS OF THE ISLANDER.

Report of Investigation Shows Master Did Not Realize the Imminent Danger.

Capacity of Lifeboats Ample Had There Been Discipline-Accident Not Due to Intemperance.

Victoria, B. C., Oct. 23 .- The commissioner and assessors appointed to inquire into the loss of the steamer Islander, this morning gave out their finding. In substance, it is as follows:
"That the Islander was wrecked on
the night of August 15, 1991, by contact with some unknown substance (presum ably ice drift very much submerged), sinking in deep water in less than twenty minutes after the collision, and re-sulting in the loss of the lives of the master, sixteen of the crew, and twea-

ty-three passengers. It does not appear from the evidence that the master realized the imminent olute means in arousing the crew pastengers, who were asleep in the cabins, in placing an officer and crew to each boat and in forcing the proper quota of passengers to each boat. evidence clearly shows that the capacity of the boats was sufficient to accommodate every person on board, but on account of the want of proper management and discipline there was a rush to the boats at the last moment, few officers and members of the crew

water, thereby preventing the rescue of several valuable lives. "Whilst due praise must be awarded to those of the officers and crew who remained on the ship until she sank under their feet, and for assisting so many of the passengers to reach the beats and other available means of preservation as presented themselves. we cannot ignore the fact that there ation of existing danger to their fel-low passengers shown by those in the boats, regarding the rescue of others who for the want of an opportunity had not been able to avail themselves of a chance of boarding the boats bere they left the ship's side.
"We think that Prot Le Blanc is open

to censure for his action in keeping the ship full speed-at the rate of nearly 14 knots an hour-after having seen floating ice some ten minutes before "We would also condemn the cus-

tom apparently in vogue in coast waters of leaving the bridge of any steamer at night (and more excuedally passenger steamer,) in charge of only "We also find that there is no proof in the evidence before us that the loss of the Islander was due to the intem-

perance of the master or others. Hotel Fire Scares Guests.

French Lick, Ind., Oct. 23.-Fire broke out in the bath department of the French Lick Springs hotel this morning and for a time it looked as if the entire building, containing about 300 guests, would be destroyed. All escaped amidst great excitement. put under control by the hotel fire department, and two hours after the fire broke out the guests were back in their rooms. Loss, about \$12,000.

Big Fire in Philadelphia.

Philadelphia, Oct. 23.—The fire which Foerder's morocco factory at Frankford, in the northern part of this city shortly before midnight, destroyed the main warehouse, which contained hundreds of bales of curled hair, the machine shop and a smaller structure ed at \$225,000, partly covered by insur-

Ohio Democratic Campaign Opened. Bucyrus, Ohio, Oct. 23.-The Demopaign here today with excursions from all parts of the state and a very large attendance. This city was founded by bourne, the Democratic candidate for governor, and is the county seat of one of the strongest Democratic counties in the state. The city was profusely decera included Col. James Kubourne Hon. Anthony Howells, candidate for lieutenant governor; Mayor Tom L. Johnson and Hon. Charles W. Baker, Candidate for United States schalar, in the attention, and for the night meeting From J. L. Zimme man of Si ring, ield, congressman Jacass A. Nor-ton and others Gen. E. P. Fintey, fermerly congressman from this district, was the presiding officer for both meetlings The of noon recetling was pre-cided to a person of clubs and the ext-ning in cling by a tornalizat press-sion. The largest visiting delegation came from Columbus, the home of Col.

The Democratic managers decided to have no speakers from other states and a short campaign of only eleven days will be carried on by Ohio speakers on-ly.

PENSIONERS IN THIS STATE.

They Number Eight Hundred and Sixty-Five.

AMOUNT PAID IS \$118,255,64.

Idaho Has 1,594 on Rolls Drawing 8216.626: Wyoming Has 726: Are Paid 8116,914.

(Special to the "News.")

Washington, D. C., Oct. 23 .- The annual report of the commissioner of penon the rolls from Utah to be 865. amount paid them, \$118,255.64. The Idaho number of pensioners 1,594; amount paid, \$216,626.

The Wyoming number of pensioners is 726; amount paid, \$116,914.

The following have been honored by the supreme council of Scottish Rite Masons for the southern jurisdiction of Masons for the southern jurisdiction of the United States, elected to the thirty-third degree: William Hazard Bancroft, Salt Lake, and John Alder Riner, Cheyene, Wyo, Advanced to knights commanders, court of honor, Utah: Charles Augustus Henry, Ogden: Willis Talimon Beardsley, Christopher Diehl, Isaac Trumbo, Edward Hall Airls, Salt Sake; Fred Clement Schramm, Utah. Wyoming: Geo, Charles Rafter, Chas. Nellson Potter, Francis E. Warren, Louis Kirk, Cheyenne; William Daley, Rawlins.

Three Men Killed in a Mine, Deadwood, S. D., Oct. 23.-Three mer Deadwood, S. D., Oct. 23.—Three men lost their lives in the Holy Terror mine at Keystone last night from foul air. Their names were: Lew Crouther, Andrew Miller, Peter Pohlan. With two other miners they had been lowered to the 1,200 foot level and the machinery failed to work. It was impossible to get them out in time.

Charles E. Bolton Dead.

Cleveland, Ohio, Oct. 23.-Charles Bolton, ex-mayor of East Cleveland and widely known as a lecturer on educational subjects, died at his home today of paralysis, aged 60 years. Mr. Bol-ton was the author of several works on municipal problems that attracted

Admiral Rodgers at Cathalogan.

Washington, Oct. 22.—Admir I Rod-gers has cabled the ravy department his arrival on his flagship New York at Catabalogan, Samar, with farines to the army in suppress ing the insurrection.

Helper Runs into Passe oger Train Michigan, N. D., Oct. 23.-Passenger train No. 4, the east-bound nyer on the Great Northern railroad was run in-The fireman on the helper engine was killed and a brakeman had both legs cut off. The sleeping car porter was seriously injured. As far as can be learned no passengers were injured.

A PLACE FOR HOME SEEKERS.

Lorenzo S. Huish, a former resident of Payson, but now one of the leading citizens of Colonia Morelos, Sonora, Mexico, is in the city for a few days, having come to Utah to direct a company of colonists to his section of the country. He arrived here Tuesday and will go to Payson in a few days, where he will remain two or three weeks in preparing the company and giving out whatever information is desired. He is very competent to act as emigration agent for Colonia Morelos, as he is thoroughly acquainted with that country, having been one of the original settlers. The colony is about 75 miles wouth of Bisbee, Arizona, and the railroad goes within 30 miles of it. Although it is but one year old the population is now about 225 and is increasing quite rapidly. There are 88 school chilfron and two efficient teachers. One good canal that covers 500 acres has been taken out, and the leading farmers expect to go to work at the first of the year in taking out a larger ditch, one that will irrigate several thousand acres. There is now ample room for a hundred good families of Saints who can purchase land at from \$3 to \$10 an acre in installments. There are 8,856 acres of land in the Morelos purchase and it is rich and productive. A brick kiln is in operation and all building materials are at hand except lum The houses that have been built are modern ir most respects and are constructed of brick. The climate is very fine, the mercury seldom going above 102 or below 20 degrees above zero. Two crops a year are raised on all the land, the wheat being followed by corn, potatoes or sugar-cane.

A number of residents of Payson have expressed their intention of re-turning with Mr. Hulah to Mexico

Those who expect to do this are required to secure certificates of good citizenship from a notary public, to be endorsed by the secretary of state. These certificates are then to be forwarded to Henry Eyring of Colonia Juarez, with a statement of what port of entry they desire to enter, either Naco or El Paso, together with a full list of the articles they expect to take

with them into Mexico. Morelos is materially prospered by some rich silver minhat are being operated fourteen miles south of the colony. The ore is hauler by freight wagons to the American line the contract for which is held by Mr. Huish and another member of the colony. The mines furnish an included ble market for all the garden products The mines furnish an inexhausti-

Mr. Huish reports that all of the auxiliary organizations, such as the M. I. A., the Primary, and Relief Society, are flourishing very satisfactorily. relation to the natives of Mexico, he says he has found them to be generally speaking, a quiet, inoffensive people and quite honest.

Mr. Huish will be in Payson for two

Huish the same railroad rates as are furnished the immigrants. One feature in connection with the colonization of Mexico which Mr. Huish thinks is a strong inducement, is that every coi-onist has by a special act of the gov-ernment been exempted from paying any fax for ten years, and from any government service for that same pe-

KING LIBEL CASE.

Change of Venue From Justice Kroe ger to Judge Diehl.

This morning the papers in the King libel case were taken over to Judge Diehl's court by Justice Kroeger, before whom the case was filed. As announced in last evening's "News," the defendant filed an affidavit for a change of venue but at press time Justice Kroeger had not passed upon the question, and other matters pertaining to the case.

When the case was called for the last time yesterday afternoon, the ma-gistrate enjoined King to remain in court, but the latter remarked that he didn't know he was under arrest, and quietly walked out of the court room. After walting awhile for the defendant to appear the court ordered his bail of \$1,000 forfeited. Between 4 and 5 o'clock Deputy Sheriff Raleigh appeared with King as his prisoner. King demanded: "What am I here

for now?"

"For contempt of court," replied Justice Kroeger.

King grinned and declared he was "not guilty." He was then fined \$20 and committed until the fine was paid. King vowed he would not pay the fine without an appeal. He was informed that he could not appeal in a case of the nature at bar, and was taken out by Constable Allen, who, soon after released him an his own recognizance. leased him on his own recognizance. His bond of \$1,000 is signed by D. H Peery and Samuel Reggel, and they be-lieve the forfeiture will be set aside. The case is now in the hands of the police magistrate, but just when the matter will be put to the final issue has not been determined yet.

PLUCKY UNKNOWN.

Bad Runaway on East Temple Street This Morning.

Pedestrians on East Temple street at 11 o'clock this morning were considerably alarmed at the spectacle of a pair of horses attached to a loaded farmer's wagon come tearing out of Teasdel's alley. The tongue of the wag-Teasdel's alley. The tongue of the wagon was down on the ground and a man
was clinging to the horses heads. As
the frightened animals swerved south
the man lost his grip and the next instant the horses had passed over him,
dragging the wheels over his body.
Everyone expected to see him lay where
he fell but to the surprise of all he
sprang to his feet, dusted off his clothes
and disappeared. The name of the
plucky fellow could not be learned. The
horses continued on their mad career horses continued on their mad career until they collided with an express wagon opposite the Scott-Auerbach building and went down in a heap. Then a man from the crowd sat their heads to keep them from getting agitated and awaited the arrival of their owner. He eventually came in the Grove. From the fact that he had taken a short cut over a fence to intercept his feam he was suffering from an excessively dusty and bloody face. After some volunteers had assisted in patching up the damaged harness and attending up to a had cut one of the horses. iding to a bad cut one of the horses had received in the sprint, Benson to the back of the Salt Lake Hardware company's warehouse in the center of the block and resumed his operations of loading up his wagon.

CANAL PRESIDENTS MEET. Discuss Question of Building Canal From the Weber River.

The board of Jordan river canal presidents were in session for some time this afterneon in the office of President Angus M. Cannon. Those present were: City Engineer Kelsey, Angus M. Cannon, president of the beard and also of the South Jordan Canal company; James Jensen and Henry Brown, of the East Jordan company; Mr. Larson of Utah and Salt Lake counties, a representative of the North Jordan Canal company, Commissioners Beckstead and Nelson and John C. Mackay. The meeting was held for the pur-

pose of a free discussion of the propo sition to construct a canal from the head of Weber river over Provo be to the Provo river, for the purpose of storing in Utah lake the great quantity of surplus water in the Ogden river that

DREFORM COMMITTEE ACTS. Municipal Candidates Must Express Themselves.

(Special to the "News.") Ogden, Oct. 23 .-- A meeting of the reform committee of this city was held late yesterday afternoon and it was definitely decided by the committee that a set of questions relating to municipal reform should be drafted and a copy presented to each candidate for city offices with a request for a direct answer from each, to all the The questions are intended to bring out exactly what each can-didate will do in regard to the question of vices in this city and especially what stand will be taken on the Sunday liquor selling and gambling house questions. The committee demands from each candidate an explicit answer to every question, and if any refuse, the have to stand the consequences. RETURNS FROM HOLLAND.

Benjamin Crezee, who during the past sion in Holland, returned today in company with a number of emigrants from Europe.

EVIDENTLY FOND OF LARD. Wright's meat market was burglarized at eight o'clock last evening. The thief entered by a rear window and escaped with two buckets of lard, each containing ten pounds. HELPED HIMSELF TO SHOES.

Charles Bernshaw was arrested this morning for stealing shoes from How-His trial was set for this

VAGRANTS SENT UP.

In the police court this afternoon Geo. Monroe, Thomas Rudey and Geo. Martin were tried on the charge of vagrancy. They pleaded guilty, but told a hard luck story about being hungry, unable to get work and the great desire they had to leave town. One of the men said he was sick, and the court re-Mr. Huish will be in Payson for two weeks and will be glad to give any information by word or letter to anyone desiring information. Parties wishing to see the country can obtain from Mr.

SOUTHERN PACIFIC EXPRESS HELD UP

Messenger Charles Ordered Out of Car, Refuses to Go-Holds Robbers at Bay -Bravely Prevents Dynamiting.

bound Southern Pacific overland express, which was due here at 3:42 this morning, was held up by robbers near Walker's station, fifteen miles south of here, at 3 o'clock this morning and the express car badly damages but the pooty of the robbers amounted to little. Two men boarded the train at Cottage Grove, clinging on as the train pulled out. After passing Walker's, which is four miles from Cottage Grove, they climbed over the tender and covered Engineer Jack Nichols and the fireman and his helper. The train was ordered stopped after which the fireman and helper were ordered to uncouple the train between the express car and the first coach. Engineer Nichols was then ordered to pull ahead, the fireman and helper being left behind. After going a short distance the train was stopped and the robbers proceeded to the express car taking with the to the express car, taking with them the engineer. The express car was the engineer. The express car was blown open with dynamite and Express Messenger C. Charles was ordered out out refused and with his shotgun commanded the situation inside the car The robbers ordered him to come out or be blown up with the car but he re-sponded: "Blow and be d-." The car was then riddled with rifle bullets which did not injure the messenger, who kept up a continuous fire from the inside which held the robbers at bay. A charge of dynamite was then thrown into the car with a burning fuse, but Charles grabbed it and threw it outside, where is exploded. Next the engineer's head and stil held the

Eugene, Ore., Oct. 23.-The north- | crawl up to the opening inside of the car, hoping to use him as a protection from the messenger's shots, but the messenger kept up a steady fire over the engineer's head and still held the the engineer's head and still held the robbers at bay. The robbers then gave up the task of securing the express treasure and went for the mail. They secured the registered mail, then cut the engine out from the rest of the train and ordered Engineer Nichols to pull ahead. They can to Judkin's pull ahead. They ran to Judkin's Point in the outskirts of Eugene, where they disembarked and ordered the enthey disembarked and ordered the engineer to return and get his train. The train arrived here at 7:39, about four hours late. The news was wired from Saginaw and officers were out in search of the robbers early this morning, but as yet have secured no trace of them. They are handicapped by having no description of the men, but it is considered probable the robbers will be caught before they can get out of the valley. Posses from both Lane and Douglas counties are out in search of Douglas counties are out in search of the bandits. San Francisco, Oct. 23 .- The following

telegram regarding the train hold-up in Oregon has been received at Southern Pacific headquarters:

"Train No. 16 was boarded by masked men at 2 o'clock this morning near Cottage Grove and the engineer was forced to stop near Walker. The robbers dynamited the express car but did not succeed in opening the safe. The engineer was then forced to run his engineer was then forced to run his train to a point half a mile east of Goshen, where the robbers took the registered mail. The train was then ordered to Eugene, where the robbers got off. The sheriffs at Eugene and Roseburg were notified and posses are now out. The passengers were not mo-lested."

ON THE PICTURESQUE SAN JUAN.

Incongruous Elements-Peace-Loving and Prosperous People-Wild Box Canyons and Robbers Roosters-Grim Reminders of an Ancient Race.

Deputy United States Marshal Smyth, | The roads had been bad all the way, tells an interesting story of his visit to Bluff on the San Juan river. He went to this place which is 175 miles southeast from Thompson's, the nearest railroad point, to serve papers on Hon. L. H. Redd, Frank Adams, Ezekiel Johnson, Hyrum Perkins, Joseph Neilson and Francis Nellson, prominent citizens of that district, who are charged with having fenced in certain government lands. The proceedings have been instituted to dispossess them of these lands. The case will come up before

Judge Marshall on November 4th. Deputy Smyth says of his trip: went from Thompson's to Moab by stage and then drove by way of Monticello on the east slope of the Blue mountains to Bluff, which is on the western side and which, I think, is the It is on the northern side of the San Juan river and is the distributing point for the 8,000 Indians of the Navajo reservation, whose northern boundary is the other side of the river. I think it is the queerest country I was ever in, and the approach of Bluff is typical of the entire country. reached Bluff in the evening, after traveling through a dry, desolate level country, and I had heard that we had go through a canyon to the town. However, so far as I could see, not even a hill rose up, and, of course, I was expecting to see mountains. This canyon is called Cow canyon, and I had been warned not to pass through it at night. When I was beginning to a hoax, as not a sign of mountains appeared, the horses stopped, and looking ahead I saw what appeared to be a hole of blackness. After feeling around a bit, we proceeded into the darkness and made a descent of two or three

quarters of a mile.

lights of Bluff, we said, Thank God. and took "Bluff is growing, and several very

nice buildings are in course of erection. The community is mostly, if not all hearted, thrifty and energetic people would be difficult to find. chiedy engaged in cattle and sheep raising and trading with the Indians. "The country around Bluff is his-oric. There are many ruins of cliff

dwellers' houses in the vicinity, and there is one of eighteen rooms three miles up the San Juan from Bluff which is in a good state of preserva-tion. It is barricaded with two walls of stones and mud. In the outer wall are numerous round holes through which in all probability missiles were projected upon the enemies of those who lived therein. Mummies and ancient crockery have been found near Bluff, and there are many mounds-

cliff dwellers' burial grounds-which have not yet been explored. "The San Juan river is one of the most treacherous in this western country. At certain seasons it not only shifts its channel, but it is filled with quick sands, and wagons and horses attempting to cross, are completely upset by these pools. called box canyons, from the fact that the only way cattle or people can get out of them is either to go through to the other end from which they enter or to retrace their steps. The sides are perpendicular and are impassable. This The Bluff stockmen claim to have fenced in certain of these box canyons as a means of protection against cattle thieves, who drive off the cattle through these canyons, and they maintain that the person or persons who petitioned the government to on its present action either did so through ignorance or through malice, and it has even been hinted that such petitioners are in league with the cattle hundred feet in not more than three thieves belonging to the Robber's Roost

ANOTHER IDAHO FEEDER FOR O.S.L.

Rich Timber District Adjacent to Idaho City to be Tapped by a Branch Line Running North from Boise-Experts Also Sent to Thunder Mountain District.

Following out the policy of E. H. | Line is sending experts into the Thun-Harriman in regard to establishing a number of feeders to cover the territory adjacent to the systems which come under the jurisdiction of the railroad Napolean, Idaho is to have yet another branch as a feeder for the Oregon Short Line. The Oregon Short Line is to press on in blazing the pathway for the settler and opening up the markets for the colonist and it proposes to have all the business there is in that state Statesman to hand says; for years to come.

With the object in view of being in a position to report to E. H. Harriman when he arrives in this city, General Manager Bancroft and Superintendent Calvin, of the Oregon Short Line, accompanied by B. H. Eastman and E. H. Beggs, left Boise yesterday crish-sibly for the purpose of the sibly for the purpose of looking at the scenery in Polse easin. From another source at is learned that the destina-

der Mountain mining region with the object in view of pushing its rails into ing country on the continent.
On Monday E. H. Dewey, manager

of his father's great holdings in the Shunder Mountain country, received a urley notifying him that representa-Oregon Short Line would Boise and to prepare for them to In regard to this matter the Bolse "Mr. Dewey will give these men all

the assistance possible, such as for-warding them upon their way and giving them every opportunity for investi-gation after they arrive. Two of the Caswell brothers are in this city at tols time, and they state that they also will assist the men to the extent of their that entire country like an open book.

The determination upon the part of tion of the party is than City, situated on the edge of a timber belt which extends over a tract of country some forty miles square. Providing the country proves to come up to expectations it is said that a branch line will be run from Boise up to that region next spring, and that the Oregon Short Line will commence hauling ries out of that district where some of the trees are standing over 200 feet high. are standing over 200 feet high.

Following close upon this move comes the word that the Oregon Short of the original discoveries."

Chri. Saint

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