REMAINS OF LAWTON

Funeral Train Starts East From San Francisco.

MANY MARKS OF RESPECT

Bodies of Soldiers of the Second Oregon on the Way North From the Presidio.

SAN FRANCISCO, Feb. 1.—The special train bearing the remains of Major-General Henry W. Lawton, Major John A. Logan, jr., and Surgeon-Major J. L. Armstrong to their last resting places started East this afternoon. The departure of the bodies was marked by fitting honors, the military escort consisted of troops F and G, of the Sixth cavalry, in command of Captain Frank West; troop A, National Guard, and a detachment from the signal corps of the state troops. A committee of 200 Odd Fellows, which formed a part of the funeral procession, included all the past grand officers of the 36 lodges in this city; also Grand Master W. A. Bonynge, Grand Patriarch Foster, of San Diego; Past Grand Master Lloyd, Past Grand Representative Estee, and Past Grand Master and Past Grand Patriach Charles N. Fox. The noncommissioned officers who acted as casket-bearers, walked by the sides of the caissons, each of which was drawn by four black horses.

The line of march was crowded with a sympathetic throng and marked respect was shown the cortege as it passed through the streets to the ferry depot, where the caskets were given into the care of the guard of honor, consisting of Sergeant Simon, of troop B, Fourth cavalry; Private John H. Mohrhusen, company D, Fourteenth infantry; Private Charles Okum, troop I, Fourth cavalry; Private John K. Waggaman, troop F, Sixth cavalry, and Trumpeter Frank F. Hobarkam, who will sound taps over General Lawton's grave. As the mourning party crossed the bay on the ferry-boat minute guns were fired from the naval reserve-ship Marion. The shipping in the harbor observed the occasion, the flags flying at half-mast.

Upon the arrival at the Oakland mole, the three caskets were placed in the composite car attached to the special train. The interior of the car had been draped with American flags, and on the caskets were placed the many beautiful floral tributes.

The train is due in Chicago Monday. At Chicago, Major Logan's body will be transferred to another train for transportation to Youngstown, O., for interment. General Lawton's remains will lie in state one day each at Fort Wayne and Indianapolis, and will then be taken direct to Washington for burial in the National cemetery at Arlington. Washington will probably be reached Thursday next, and the public funeral, under the direction of General Wesley Merritt, will take place the following day.

SENT HOME FOR BURIAL.

Remains of Volunteers Shipped From the Presidio.

SAN FRANCISCO, Feb. 1.—The remains of 48 soldiers whose bodies were brought here from the Philippines a week ago, were shipped today to relatives and friends of the dead in various states, principally in Washington, Idaho, Oregon, South Dakota and Nebraska. About 75 yet remain at the Presidio. The names of those from Northwestern states are:

First Idaho—William D. Gillespie (sergeant), Walter Dugard, James R. Frazer, William H. Jones (corporal), O. G. Hagberg (sergeant).

First Washington—Daniel Kyger, Miles E. Kyger, John R. Thompson (chaplain), M. H. Charry, G. H. Fortson (captain), Earl A. Jeans, Allen Caryle.

First Montana—H. Archibald.

Remains of Oregon Soldiers.

SAN FRANCISCO, Feb. 1.—The remains of four Oregon volunteers were shipped north today to friends and relatives of the dead soldiers. The caskets were brought here recently from the Philippines, and contain the bodies of the following: Corporal Harry G. Hibbard, company K; Private Edwin H. Hampton, company H; Private Royal Fletcher, company B; Private Wister Hawthorne, company C. The remains of the other members of the Second Oregon who died at Manila are yet at the Presidio.

ACCIDENT ON THE WHEELING.

Blank Cartridges Exploded, Killing One Soldier and Wounding Several.

WASHINGTON, Feb. 1.—Captain Wilde, the senior naval officer at Cavite, in the absence of Admiral Watson, has reported on the accident on board the Wheeling, whereby one sailor was killed and several wounded at Hong Kong, while firing a salute in honor of Emperor William's birthday. His statement that the accident resulted from the explosion of blank cartridges does not throw much light on the cause, but it has confirmed the ordnance officers in their original contention that the gun did not burst. The cablegram from Captain Wilde is as follows:

"Cavite, Jan. 31.—Charles Arnold Campbell, gunner's mate, third class, killed; Albert Nelson, gunner's mate, second class, wounded, probably fatally; Samuel Freeland Long, yeoman, second class; David Conroy, gunner's mate, first class; Arthur Browne, gunner's mate, first class; Ernest Beicht, gunner's mate, third class, wounded; Lieutenant-Commander Frank E. Beatty, slightly wounded, by the explosion of blank cartridges while firing a salute. Cause not yet determined; injured men not yet able to testify."

Otis' Casualty Report.

WASHINGTON, Feb. 1.—The following casualty report has been received at the war department from General Otis:

"Killed: Luzon, January 21, John M. Kelly, Twenty-second infantry, near Caigan; January 27, James B. Howland, sergeant Twenty-sixth infantry, at Morong.

"Wounded—January 6, M. J. Grady, Fourth infantry, thigh, moderate, near Bacoor; 25th, Second Lieutenant Dennis P. Quinland, Eleventh cavalry, foot, slight, at Bulacan; 25th, Thomas O'Rourke, Twenty-seventh infantry, pelvis, mortally, at Morong, Panay; 18th, Christian A. Jorgensen, Nineteenth infantry, leg, slight, at Antique. OTIS."

More Trouble for Manauense.

SAN FRANCISCO, Feb. 1.—On the morning of January 24 the transport Manauense, which has anxiously been expected here for several days, put in at Honolulu and signaled that she was short of coal. She was then 15 days from Yokohama for this port. She will have to take coal at Honolulu, which will probably require several days, and will have to undergo quarantine when she arrives here. The ill-fated steamship has already been about seven weeks on the way from Manila.

Philippine Commission's Report.

WASHINGTON, Feb. 1.—The members of the Philippine commission called at the White House this afternoon and handed their report to the president. It is understood that the report will be sent to congress within a day or two.

Trusts at Baker City.

Evening Republican.

An anti-trust club has been formed in Baker City. The president should mandamus congress not to stop agitation of the subject until this precinct is heard from. There is one thing, however, our local organization can do that would be appropriate. They can turn their heavy ordnance on the local hydras. We have in Baker a butchers' trust, a barbers' trust, a plumbers' trust, a paper-hangers' trust, a merchants' trust. Conservative men will wait and see how the anti-trust club succeeds in a small way with the motes in their own eyes ere they help in casting the beams out of their neighbors' optics. The most burdensome and outrageous trust in this community is the imposition the league of butchers is putting upon us. We await with anxiety the issue.

CAN HARDLY AVOID STRIKE

Neither Great Northern Nor Its Employes Will Back Down.

ST. PAUL, Feb. 1.—The Great Northern railway labor difficulties will be settled tomorrow afternoon, according to a statement given out late this afternoon by one of the officials. The members of the grievance committee are not hopeful of the outcome, one of them having said today: "I should not be surprised if the road turns us down."

An official of the road was asked today if the secret ballot, the result of which is generally known, had been placed officially in their hands. The reply was: "I understand it has not. I am under the impression the ballot is still in the hands of the committee, with the seal unbroken." The committeemen are also mum on this point.

In the meantime 8000 trainmen are getting impatient, and want to know what to expect. So far as could be learned this afternoon, the 100 trainmen, whose departure for this city was announced today in a dispatch from Chicago, have not yet arrived. It is generally believed around the railroad yards that the Great Northern is hiring men and placing others on the emergency list. Therefore, the statement that a crowd of Chicago men is coming up did not excite surprise. It is thought possible the men may be held in special cars outside the city.

Late tonight there seemed little prospect of avoiding a strike. Assistant Grand Master Lee, of the Order of Railway Trainmen, and Grand Chief Clark, of the Order of Railway Conductors, are expected to arrive early in the morning. Until their arrival, the vote of the employes cannot be canvassed. The members of the grievance committee here feel sure that no agreement can be reached.

Tonight there is no sign of a backdown on either side, the railway officials insisting on the acceptance of the new schedule, which includes a proposition requiring terminal switching work without extra compensation.

Recruiting for Great Northern.

CHICAGO, Feb. 1.—One hundred railway trainmen, whose applications have been accepted at a secret recruiting station in the Wyoming hotel here, for several days, left last night for St. Paul. None of the men know what their ultimate destination will be, nor by whom they were employed; but it is asserted they are to be sprinkled along the Great Northern railway from St. Paul to Seattle. As the applicants are accepted by the recruiters they are told to remain at the hotel and hold themselves in readiness to leave the city at any time.

Special attention is paid to the physical condition of the applicants, and they are not only examined as to their ability, experience and past record as trainmen, but undergo physical examination. It is said 800 applicants have so far been accepted.

THE OREGON PIONEERS.

Stamp of the Early Settlers Is on the Community Fabric.

Corvallis Times.

The pioneers of Oregon have reached an advanced age, and they are rapidly passing down the decline of life. Their train is acquiring a fast pace as it descends into the valley, which shall end the wearisome march, and to the Native Sons and Daughters shall fall the duty of completing and preserving the records of the journey, the work unfinished by the Pioneer Association.

The state of Oregon has an early history of intense and varied interest. It is truly such that, unless at this time its events and incidents are correctly and authentically recorded, many of them will in the years to come be regarded and spoken of as mere tradition or charming fiction. The vicissitudes of the pioneers in their journey across the plains; the examples of bravery, of stout character, of unselfishness, of devotion and of fortitude amidst scenes of the deepest sorrow while en route; of their advent into Oregon, and of the splendid civilization built upon the foundation laid by the honest and sturdy settlers, altogether weave such a beautiful and wonderful story of life that the coming generation may be pardoned if they look upon it as an ethereal retrospect.

The native sons and daughters of Oregon have ample resources to fortify an especial pride in the fathers and mothers who came to this state before the plains were marked by the steel of railways. The people who settled Oregon were not such as those who judgment is disordered by the glitter of gold nuggets and who with foolhardy rashness break away from the environment of home and rush away to the prospective Eldorado. They were men and women who concluded to come here with a full knowledge of the hardships attending the six months' journey, and with the understanding that a life of hard labor was before them in clearing farms which should perhaps be a blessing to their children. These conditions brought to this state persons having similar characteristics, and no other class of people could have given to Oregon its peculiar community fabric. The stamp of the early settlers of Oregon is still upon the state, and it is such a one as reflects the virtues of a superior people.

PHENOMENAL SPEED.

The Turbine System of Propellers Are Fastest Vessels Afloat.

Cassier's Magazine.

For nearly three years the famous little torpedo-boat Turbinia—the first vessel fitted with steam turbine machinery—has held the distinction of being the fastest vessel in the world, and only recently she attained what may truly be called the marvelous speed of 35 knots, or a little over 40 miles an hour. The Turbinia was commenced in 1894, and after many alterations and preliminary trials, was satisfactorily completed in the spring of 1897.

The first vessels of larger size than the Turbinia to be fitted with steam turbine machinery are the torpedo-boat destroyer Viper for the British government, and a similar vessel for Sir W. G. Armstrong. These vessels are of approximately the same dimensions as the 30-knot destroyers now in the British service, but have slightly more displacement. The boilers are about 12 per cent larger, and it is estimated that upwards of 10,000 horsepower will be realized under the usual conditions, as against 6500 with reciprocating engines. The engines of these vessels are in duplicate. Two screw shafts are placed on each side of the vessel, driven respectively by a high and a low-pressure turbine, and to each of the low-pressure turbine shafts a small reserving turbine is permanently coupled for going astern, the estimated speed astern being 15¾ knots, and ahead 35 knots. Two propellers are placed on each shaft. The latter of the two vessels mentioned has already reached a speed of upwards of 32 knots.

"Gato" the Philanthropist.

Cleveland Plain Dealer.

"Wot you got there, Limpy?"

"Dat's a book I just found. I'm goin' to chuck it."

"Don't you do it. Dat's de beginnin' of a free public library, see! An' it'll give us de chance to work Andy Carnegie fer de usual fifty t'ousand!"

PURELY A STATE AFFAIR

ADMINISTRATION WILL NOT INTERFERE IN KENTUCKY.

United States Troops Will Only Be Ordered There When Government Interests Are in Danger.

WASHINGTON, Feb. 1.—The officials of the war department regard the present contest in Kentucky as purely a state matter, which, up to this moment, has presented no features that would warrant the intervention of the United States government. The exact functions of the United States army, when acting within a state, have been most carefully defined and set out in general order 26, promulgated July 24, 1894. Under the terms of this order the government of the United States can, of its own volition, use the federal troops within a state only when "insurrection, domestic violence, unlawful combinations or conspiracies in any state so obstruct or hinder the execution of laws thereof, and of the United States, as to deprive any portion or class of the people of such state of any of the rights, privileges or immunities or protection named in the constitution and secured by the laws for the protection of such rights, privileges or immunities, and the constituted authorities of such state are unable to protect or from any cause fail in or refuse protection to the people in such rights."

It does not appear to the officials here that the conditions described in this statute now exist in Kentucky.

Another case in which the United States troops might be employed is set out in section 5297, revised statutes, authorizing the president to employ troops "in case of an insurrection in any state against the government thereof on an application of the legislature of such state or of the executive thereof, when the legislature cannot be convened." It will be noted in the case above cited in which troops may be employed, the president is allowed to exercise his discretion in meeting the request; it is not mandatory upon him to accede to them. Were this not the case, upon the president might be placed the responsibility for a difference between the rival claimants for the Kentucky governorship.

Assuming that the legislature has been legally adjourned by Governor Taylor, and that it cannot be reconvened by the date specified in his proclamation, either of the persons claiming to be governor of Kentucky might call upon the president for troops, and thus oblige him to decide the issue, had he not the reserved right to decline to meet either request. A like situation might arise should two legislatures be organized, a contingency which is looked upon as extremely probable by officials here.

So it may be stated that the position of the administration in its desire to refrain from intervention in Kentucky remains unshaken by any of the events of the past 24 hours, and in all likelihood the only happening which could induce the ordering of troops into the state would be an assault upon United States property, courts, mails or interstate commerce, and even in such case it is privately declared on the highest military authority that the troops would not be used to further any interests in the state or to meddle in its politics or for any other purpose than the defense of United States interests.

President McKinley today received a long message from Governor Taylor, of Kentucky. Taylor recites at length the situation in Kentucky, declares he considers himself the legally elected executive of the state, and asserts that the condition of affairs at the present time is most critical. He says riot may occur at any time which will cause much bloodshed. Taylor says he is doubtful of his power to control the situation, and appeals to the president to end the matter and secure peace in the state by recognizing him as governor of Kentucky. The appeal is very earnest, and the aid of the administration is urgently requested.

Governor Taylor's communication to President McKinley is, in its nature, a memorial. It goes at great length into the situation in Kentucky, making an explanation of the conditions there. While definite and absolute information on this point is not obtainable, it is said a specific request for the immediate presence of federal troops is not made.

No action of any kind has been taken on Governor Taylor's memorial, and it can be positively stated that up to midnight no decision whatever with reference to it had been reached. The president is in communication with Governor Taylor, and it is possible that some statement regarding their correspondence may be made later. This will depend largely on whether such a statement would tend, in President McKinley's opinion, to allay public excitement. The memorial from Governor Taylor could not be obtained at the White House, where its receipt would not even be admitted.

President Will Hear Other Side.

FRANKFORT, Ky., Feb. 1.—The news wired from Washington by the Associated Press, that Governor Taylor had sent a long message to President McKinley, asking for support, had an enlivening effect upon the democrats here, and tomorrow Senator-elect Blackburn and other Kentucky democrats will call upon the president and give the Goebel side of the case. Ex-Governor McCreary and Warden Lillard, of the penitentiary, held long telephone conversations with Mr. Blackburn, giving him the latest phases of the local situation. They received the information from Mr. Blackburn that he had been notified that it was practically certain that there would be no interference in Kentucky affairs by the national administration under any circumstances.

NO QUORUM PRESENT.

Few Legislators Answered Trimble's Call.

FRANKFORT, Ky., Feb. 1.—At 8 o'clock Speaker Trimble posted a notice in the office of the Capitol hotel, calling members of the house to meet in one of the hotel parlors. Forty-four members only were present, and this being no quorum, an adjournment was taken. The meeting was not originally intended as much for business purposes as to serve notice on the military that the legislature was able to meet when it chose. The notice was posted in ample time to have allowed the soldiers to prevent the gathering.

The senate also held a short caucus, and nominated Senator Carter, of Anderson county, to be president pro tem. of the senate, a position heretofore held by Goebel.

The legislature tomorrow will take active steps to prevent Governor Taylor from interfering with any session it desires to hold in the legislative chambers. Papers have been prepared, and tomorrow morning an injunction will be asked from Judge Cantrell, of the federal court, restraining Governor Taylor from interfering in any way with the proceedings of the legislature. Governor Taylor has announced before this that he would pay no attention to the orders of the court. The probabilities are that some trouble will ensue.

At a conference of ex-governor McCreary, Judge W. S. Pryor, Louis McQuon and other prominent attorneys, the question of Mr. Taylor's legal right to adjourn the legislature to meet in London was informally discussed. The unanimous opinion of the attorneys was announced by McCreary, who said:

"There is nothing in the constitution of Kentucky to authorize the governor at this hour and under existing circumstances to adjourn the general assembly. And every lawyer that I have heard express an opinion regards his proclamation as a gross usurpation. The constitution of Kentucky fixed the date for the regular session of the general assembly, and says 'its sessions shall be held at the seat of government, except in case of war, insurrection or pestilence, when it may, by proclamation of the governor, assemble for the time being elsewhere.' The general assembly is now in session, and under the constitution can remain in session 60 days. Being in regular session, the governor does not have to convene the senators and representatives and fix the places of their meeting, and there is no war, insurrection or pestilence. In case of disagreement between the two houses with regard to adjournment, the governor may adjourn them for not exceeding four months, but there must be a disagreement between the two houses, and the power to convene the general assembly is not the power to adjourn it when in session."

Some of the younger democrats have broken away from control of their leaders and are openly talking of swearing in citizens as special policemen in order to take possession of the state buildings and capitol grounds if the troops do not obey the order issued last night by Governor Goebel. Several appeals to the people, "statements to the public" and "proclamations to the commonwealth" were circulated, all of them being of a violent nature. One of them, which did not, however, receive many signatures, called on the people to drive out the military by force. One sure thing in this political chaos is that nobody is going to drive out the soldiers. They will be driven by nobody, and make no secret of the assertion. Any attack will be promptly met, and a desperate fight is certain to result.

Boxes of ammunition are being delivered to Adjutant-General Collier. The hall of his office is packed ceiling high with cartridges. The greatest activity prevails on the capitol grounds. Blankets for the soldiers are arriving, and evidence of a protracted stay is apparent.

The failure of Goebel to place an adjutant-general in office leaves the troops entirely at the disposition of republicans, and for the time being at least has lessened all chance of trouble from that source. The soldiers will continue to obey the orders of General Collier, and there will be no conflicting orders to confuse them.

Whoever the soldiers decide is the proper official for them to obey will be seated in the gubernatorial chair. The soldiers themselves are in a quandary as to what they should do, and they are awaiting developments. While all the officers are republicans, many of them said this morning they had no intention of resisting the legal governor of Kentucky, provided they were once satisfied who the individual is. All things being equal, they will stand by Taylor.

GOEBEL'S ASSAILANT.

Covington Police Officer Working on a Clew.

CINCINNATI, Feb. 1.—A special to the Times-Star from Frankfort, Ky., says:

An officer of the Covington police force has a clew to the assassin of Goebel, on which he is quietly working. The officer arrived here shortly after the shooting. He was told by a certain member of the house that he was standing adjacent to the statehouse yard, and immediately after the shooting saw two men running swiftly from the rear of the executive building, whence the shots were fired. The member told the officer that he did not want his name mentioned at the present time, "but if there are any arrests made and when it gets into court, I will be there, ready to testify, and I think my testimony will be substantial enough to place the crime where it belongs." The officer refused to give the legislator's name.

General Castleman Not Appointed.

LOUISVILLE, Ky., Feb. 1.—General Castleman said to a representative of the Associated Press this afternoon that he had received no communication from Frankfort as to his appointment as adjutant-general by Goebel. Under the circumstances he declines to say what he would do if asked to serve in that capacity.

Offer of Troops for Goebel.

CINCINNATI, Feb. 1.—Specials to the Enquirer from numerous points in Kentucky report the tender of troops, if needed, to sustain the Goebel government. None of the offers has been accepted.

DIETARY EXPERIMENTS.

Wholesome Food for College Youth at $1 56 Per Week.

All over the United States dietary experiments have of late years been conducted for the purpose of ascertaining the most wholesome and economical foods for the laboring classes. More recently Oregon colleges have taken up the matter with the hope of giving their students the benefit of the experiments. Last fall, those having the matter in charge conceived the idea that young men attending the Oregon agricultural college could organize themselves into a boarding club, and, with a little assistance at the outset, manage their own business affairs more cheaply than is customary for such accommodations. One of the professors, with his family, lives at the hall.

The young men, 60 in number, are learning the arts of economy and self-government. With the exception of one week, their expenses, including board, have been under $2 50. Recently they adopted this menu, which is given because it shows what kind of living can be served in Oregon by white labor at $1 56 per week, including labor and all other necessary expenses, when prices of meats, vegetables and fruits are uncommonly high, as they are this year:

Breakfast—Coffee, mush, milk, potatoes, butter, biscuits, syrup, light bread (white and brown), hash and sometimes jelly, pancakes frequently.

Dinner—Meat, potatoes and one of the following: Parsnips, cabbage, turnips, etc.; soup salad frequently, catsup, butter, stewed fruit, light bread (white and brown), tea or coffee, pie or pudding.

Supper—Meat, two of the following: Rice, macaroni, corn, squash, beans, tomatoes; potatoes, butter, ginger snaps or wafers, pickles once in a while, tea every evening, cocoa twice a week if desired; light bread (white and brown), mince or pumpkin pie.

Addendum—Drinking water and crackers served at all meals, and the menu is changed often enough to give some variety.

A more detailed account of the expenses is as follows: Vegetables, $42 02; meats, $21 82; laundry, 80c; telephone, 25c; labor, $21 08; wood, $3 10; total, $88 07.

The menu is subject to change at any time, so the young men have at all times what they order.

A State Senator Killed.

DENVER, Feb. 1.—A special to the Republican from Leadville, Colo., says: Hon. Joseph P. Gallagher, state senator from Clear Creek county, was instantly killed today by the explosion of a blast which was supposed to have missed. Gallagher's home is Silver Plume, but he was working in the Moyer mine here. He had been a member of the legislature six years.

Coinage in January.

WASHINGTON, Feb. 1.—The monthly statement of the controller of the currency shows that the coinage executed at the mints of the United States during January, 1900, amount to $14,053,431, as follows:

Gold	$11,515,000
Silver	2,364,161
Minor coins	174,270

Crime of a Crazy Lover.

CHICAGO, Feb. 1.—Nicholas Hotzler stabbed and instantly killed Mrs. Louise Schaeffer today in the dining-room of her home, at 4485 Princeton avenue. Hotzler then shot himself, dying almost immediately. He had been very attentive to Mrs. Schaeffer, and is believed to have become insane because of her refusal to marry him.

SEVERAL STEAMERS DUE

HEAVY ORIENTAL DEMAND FOR FLOUR, WHEAT AND LUMBER.

Portland Will Dispatch Half a Dozen Steamships This Month—The Townsend Disaster—Notes.

The British steamship Ness is due at Portland tomorrow or next day. She comes to Henry Mett, and will load a full cargo of flour, feed, lumber, etc., for Vladivostock. The Japanese steamship Doyu Maru is now due from the Orient by way of Honolulu, and is expected to put in an appearance before the end of the week. The steamer made a good run across the Pacific as far as Honolulu, reaching the island port January 15. She had a full cargo of Japanese men and merchandise, but as it would have taken her only a day or two to discharge them, she has undoubtedly been delayed on quarantine account. If she makes the same speed coming up from the islands that she made from Japan to Honolulu, she will cover the distance between the latter port and Portland in about eight days, so that a week in quarantine would bring her due at Portland today. The Doyu comes to J. C. Robinson, and will load wheat and lumber for Japan.

Before these steamships are clear of the river Dodwell & Co. will have an extra liner in port to load for the Orient, and at the close of the month the mammoth steamer Strathgyle will be here in the Santa Fe line, to load for T. M. Stevens & Co. Dodwell & Co.'s regular liner Abergeldie is due towards the close of the month, and the steamship Lennox is due about February 15. The Pacific Export Lumber Company will have the big whaleback steamer Elm Branch in within the next fortnight, so that Portland will have quite a fleet of February steamships to look after.

WAS ALMOST SUCCESSFUL.

Attempt to Float the Lightship—Trouble at Tillamook Bar.

ASTORIA, Feb. 1.—An unfortunate incident happened today that will probably prevent the lightship being taken off the beach at McKenzie head for some time. All weather conditions for the attempt this morning were favorable, and, just before the Columbine was to start with the barge of anchors and chains for the scene, a telegram was received by Captain Richardson to take the lighthouse-tender up the river at once for inspection. It was then too late to secure another steamer or tug for the purpose, so the attempt could not be made in that way.

The sea was so smooth that the little steamer Mayflower was chartered and after a number of lines had been placed on board of her she started out. It had been intended to have the Cape Disappointment lifesaving crew carry a line from the steamer to the shore, and the men had been notified to be on hand, but they learned of the orders that the Columbine had received and did not go around to assist. The Mayflower got within a short distance of the shore, and if the lifesaving crew had been on hand there would have been no difficulty or danger in passing a hawser from the steamer to the lightship. Tonight a southerly swell is coming up and it is expected to be followed in the morning with a southerly or westerly wind that will continue for some time.

The steamer R. P. Elmore had an eventful time during her recent trip around to Nehalem. She got in there all right and discharged her freight, and, after taking on her return cargo, started out, only to find that the channel at the mouth of the river had almost entirely closed up. Two spits had built out from opposite sides of the river and almost met at low tide. At high tide there was only 11 feet of water on the bar, and it was constantly breaking across while the sea outside was smooth.

The tug Robarts cleared at the customhouse today for Gardiner, Or. She will take in tow the little steamer Hazel, that has been purchased to be used as a tender at Reed's cannery.

Weather Observer Johnson has received instructions from Washington to the effect that the government has entered into contract with the company that has erected the telephone line between Ilwaco and Fort Canby, whereby the bar reports will be furnished as formerly. It is not expected that the details of the arrangements will be perfected for a few days. Mr. Johnson states that his instructions are to handle the reports in the same manner as when the telegraph line to Fort Canby was under the direct supervision of the agricultural department.

WRECK OF THE TOWNSEND.

Additional Particulars of the Exit of the Hoodooed Steamer.

By the steamer Danube, just arrived at Victoria from the north, further particulars of the loss of the unfortunate Townsend are received:

The Townsend left Skagway in the teeth of a strong north wind, and made fair headway until near Haines, where she was beached because it was found her flues were giving out. She slid off the next morning and arrived at Haines with the mail. She left shortly afterward. The wind was blowing a gale and the snow was blinding. In 10 minutes the flues gave out and drowned the fires, leaving the ship helpless. Anchors were cast, but not holding ground, the Townsend was driven stern foremost on to the rocks, tearing off her rudder, stern post, propeller and pantry. She came around shortly and commenced pounding. A boat was launched and a line run ashore. The crew, numbering 20, five passengers and one stowaway, were taken ashore. This was not accomplished, however, until many of the crew had their faces, hands and feet badly frozen. Nothing was saved but a few of the personal belongings of the passengers and crew. These were cached in the snow, and all made their way through snow and wind to Haines.

After the crew had obtained food and a much-needed rest, they went back after their effects, only to find that the Indians had stolen them bodily. The steamer is a total wreck.

HARK, FROM THE TOMBS!

Wail of Two Liars Regarding Alleged Delay to a Steamship.

The Tacoma Ledger and the Astoria Astorian have both printed the following item within the past few days:

"The steamer Monmouthshire, operated by Dodwell & Co., between Portland and the Orient, left the former port Monday and steamed slowly and carefully down the river. She stopped at Brookfield, a little way station on the river, until the Hassalo, the crack steamer of the Oregon Railway & Navigation Company could catch her with 100 tons of freight, which was loaded on the liner at Brookfield.

"The time lost in making this transfer of freight, which should have been taken on at the original place of loading, did not amount to much, in view of the fact that the Columbia river bar was unusually rough at the time and it was dangerous to venture out."

The facts in the case were garbled and distorted, first by the Astorian and again by the Ledger, both of which appear to have the same end in view, that is the belittling of the finest river in the New World. As a matter of fact, the Monmouthshire was clear of the Columbia river and on the high seas bound for the Orient 24 hours after clearing the harbor limits of Portland.

It would appear better for the port of Tacoma if her newspapers would maintain a discreet silence on delays to shipping until after the Oriental liner Goodwin was clear of the land and the underwriters have settled up the claims for salvage, lighterage, demurrage, damage, etc., attendant on her recent grounding within sight of the "City of (decayed) Destiny." People residing in glass houses should confine their exercises to blowing bubbles, and refrain from heaving stones at others with whom nature has been more kind.

STEAMER SANTA ANNA LAUNCHED.

One of the Finest Ships Ever Built on Coos Bay.

MARSHFIELD, Or., Feb. 1.—The new steamer Santa Anna was successfully launched at 3 o'clock this afternoon from the Pleasant point shipyard. The vessel now lies alongside the Marshfield dock. In a few days she will receive her masts, and, after loading a cargo of lumber, will be towed to San Francisco. She was built by Captain H. R. Reed & Son. Captain C. Strand, formerly master of the steamer Ruth, will have command of the new vessel.

The Santa Anna measures 195 feet over all, and 38 feet 10 inches beam; has a carrying capacity of 1200 tons, and will have accommodations for 110 first-class and 40 steerage passengers. She will be fitted up and furnished with all modern improvements. Her engines will be triple-expansion, and will develop 950 horsepower, with a speed of 13 knots.

The Englehorn's Charter.

There was a considerable amount of airy, fairy Port Townsend "guff" in the telegraphic account of the Englehorn's race to save her charter. Instead of her losing $10,000 by her failure to arrive at Port Townsend by Wednesday night, it is extremely doubtful about her losing a dollar. The Englehorn was chartered several weeks ago at 38s 9d, and while freights are a shade quieter now than they were at that time, they are not quotably lower. If the ship was in a position where she would be forced to accept business immediately she could secure a charter at 37s 6d without difficulty, and the loss accordingly would not be much, if any, in excess of $1000.

Clearing the Long Tom.

MONROE, Or., Feb. 1.—The government has had for a week past several men at work removing obstructions to the navigation of the Long Tom river. These consist of stumps, "catheads" which did not wash away as was expected, and driftwood which floated out during the high water and lodged in places very inconvenient for boatmen.

Hawaiian Steamer Idle.

SAN FRANCISCO, Feb. 1.—The Honolulu papers say that some of the larger steamers in the interisland trade may be dispatched here with sugar, in order to give them employment. Since the outbreak of the plague they have been tied up in the harbor, all communication with other island ports being strictly prohibited.

Marine Notes.

The steamer Geo. W. Elder arrived up from San Francisco last evening.

The British ship Celtic Monarch, 1962 tons, has been chartered to load wheat at San Francisco at 37s, and the Merioneth, a smaller ship, has been taken at 37s 6d. These are pretty stiff rates for the Bay city.

The tug Samson, having landed her Gray's harbor barge load of lumber in San Francisco, is now en route to Portland with the Wahkiakum, which will be loaded on arrival and sent south with another cargo.

The Norwegian steamship Guernsey, which loaded lumber at Portland a few weeks ago, is due on the Sound from the Orient. She will load at a British Columbia port for the Pacific Export Lumber Company, of this city.

The weather was comparatively good down at the mouth of the river yesterday, and the big bark Magdalene, drawing over 22 feet of water, crossed out at noon. There was enough of a swell on later to prevent any work being done on the lightship.

Foreign and Domestic Ports.

ASTORIA, Feb. 1.—Arrived in at 7:50 and left up at 9:20—Steamer Geo. W. Elder, from San Francisco. Arrived down at 2 P. M.—German ship Nereus. Sailed at 12:20—German bark Magdalene, for Liverpool. Condition of the bar at 5 P. M., moderate; weather cloudy, with fog, no wind.

San Francisco, Feb. 1.—Arrived—Schooner Reporter, from Gray's harbor; barkentine Tam o' Shanter, from Knappton; steamer Walla Walla, from Victoria. Sailed January 31—Steamer Alice Blanchard, for Coos bay; February 1, steamer Rival.

Hoquiam.—Sailed, January 30—Schooner North Bend, from Hoquiam, for San Francisco; steamer Coquille River, from Hoquiam, for San Francisco; steamer Ruth, from Aberdeen, for San Francisco; steamer Newburg, from Aberdeen, for San Francisco. Arrived—Schooner Jennie Stella, from San Francisco, for Aberdeen; schooner Mary Russ, from San Francisco, for Aberdeen.

Port Townsend, Feb. 1.—Sailed—British steamer Goodwin, for Yokohama. Arrived—British ship Englehorn, from Yokohama.

Seattle, Feb. 1.—Sailed—Steamer Dirigo, from Skagway. Arrived—Steamer City of Topeka, from Skagway. Sailed February 1—Steamer Al-Ki, for Dyea.

Honolulu.—Arrived January 17—Ship Antiope, from Tacoma; Hawaiian bark Iolani, from Nanaimo; 22d, bark Ceylon, from Tacoma. Sailed—January 12, Japanese steamer Nanyo Maru, for Puget sound; 18th, British steamer Miowera, for Vancouver. Arrived January 19—Steamer Bloemfontein, from Seattle; ship Lucille, from Tacoma.

Honolulu.—Arrived January 18—British ship Champion, from Newcastle; Japanese steamer Youkima Maru, from Yokohama. Sailed January 12—British steamer Westminster, for Manila. Arrived January 20—British ship Drummuir, from Newcastle.

Barro.—Arrived January 15—Ship Durbridge, from Oregon.

Port Natal, Feb. 1.—Arrived—Bark Powys Castle, from Oregon.

Liverpool, Feb. 1.—Sailed—British ship Imberhorn, for Victoria.

Hamburg, Feb. 1.—Arrived—Pennsylvania, from New York.

Bremen, Feb. 1.—Arrived—Lahn, from New York.

Naples, Feb. 1.—Ems, from New York for Genoa, and proceeded.

Rotterdam, Feb. 1.—Sailed—Werkendam, for New York.

New York, Feb. 1.—Arrived—Westernland, from Antwerp.

Horse Racing on the Stage.

Cassell's Magazine.

In racing scenes the horses do run at full speed; they run, however, not on the fixed stage, but on what may be called treadmills, which keep the horses in front of the house for longer or shorter periods according as they are moved quickly or slowly. A picket fence, placed between the audience and course, not only makes the scen more realistic, it also hides the mechanism of the treadmills. This fence has contributed in another way to add to the effect by being moved in opposition to the direction of the horses, and so lending to their apparent speed. As to the sounds made by the footfalls of horses to be heard as though passing outside an interior scene, they are reproduced by the dried hoofs of dead horses, or wooden imitations mounted on handles and hammered against surfaces of stone, gravel, sod, or whatever the occasion may demand. They are also more elaborately manufactured by revolving a cylinder with pins protruding from the surface. These pins are arranged, like the spurs on a hand-organ roller, to imitate trotting, galloping, or walking when struck against other substances. If the sound of a carriage is to be added to the trampling of horses, wheels are run on sand.

Cardinal Jacobini.

ROME, Feb. 1.—Cardinal Vicar D. M. Jacobini, formerly papal nuncio at Lisbon, is dead. He was 65 years of age, and received the red hat in 1896.

DEFENDED HIS TITLE

M'GOVERN PUT SANTRY OUT IN THE FIFTH ROUND.

Knock-Out Came After a Fierce Mix-Up—The Day's Races—Other Sporting News.

CHICAGO, Feb. 1.—Terry McGovern, of Brooklyn, at Tattersall's, tonight, proved his right to the title of feather-weight champion of the world by knocking out Eddie Santry, of Chicago, who claimed the leadership of the 122-pound class by virtue of a knock-out of Ben Jordan, of England.

The knock-out tonight came in the fifth round, after a fierce mix-up, in which Santry did some clever work; but Terry was too strong for the Chicago man, and, straightening Santry up with a short-arm jolt to the stomach, landed his left and right to the jaw in quick succession, and Santry fell to the floor on his face. He got up at the count of 10, but was in such a weakened condition that Referee George Siler declared McGovern the winner to save Santry from further punishment, as he was staggering all over the ring, and would have been out with the next blow.

Santry was down in the second round for the count, but got up strong, and in long-range fighting had a shade the advantage, as Terry seemed unable to solve Santry's two-handed work. Santry's clever blocking appeared to bother McGovern for a while, as he was unable to reach the stomach with any effect. Santry tried to fight at long range, but Terry would rush in headlong, and took many left-hand jabs on the nose in his anxiety to make a knock-out. In the third Santry made an even break of it, doing some good jabbing, and Terry was unable to get in close enough to use his short-arm jolts that have made him famous.

In the fourth round Terry commenced playing for the jaw, and, after a fierce mix-up, landed a right swing to the jaw, which sent Santry to the floor for the count. The blow weakened Santry, and when he got up he clinched to save himself. On the break, Terry started playing for the body, and this time he was able to land, and from that time to the end of the fight Santry gradually grew weaker from Terry's piledriving short-arm jolts. Near the end of the round Santry rallied and drove his left to Terry's face, but the latter did not appear to mind the blow, and made a headlong rush for Santry and sent him to the floor with a right to the jaw.

Santry tried to keep away in the fifth, but Terry slowed him down with a breath-taking blow in the stomach. Santry, seeing he could not escape from McGovern, made a stand in the middle of the ring. Both were swinging wildly, when suddenly Terry uppercut Santry on the jaw. Santry's guard dropped for the smallest fraction of a second, and McGovern whipped his left over to the jaw. He followed the blow up with a right swing and caught Santry on the ear as he was falling. Santry fell to the floor on his face and rolled over. At the count of nine he got to his knees and tried to straighten up, but was unable, and the referee gave the fight to McGovern. Santry was unable to leave the ring for fully 10 minutes after being counted out. McGovern did not have a mark on him as he left the ring.

The betting before the fight was 2 to 1 that Santry would be knocked out before the end of the sixth. Santry was handled by Jack Moffatt and Harry Gilmore. Sam Harris and Henry Maywood looked after McGovern. There was a dispute about the rules before the men entered the ring, owing to the fact that Santry had never fought under hitting in the clinches. The matter was finally settled by McGovern agreeing that, if Santry would fight straight Marquis of Queensberry rules and was on his feet at he end of the contest, it should be declared a draw.

It was the greatest boxing show ever brought off in Chicago. Special trains were run from near-by towns, and fully 15,000 people jammed and packed the building. The box receipts amounted to over $18,000.

Clever left-hand jabbing and fast footwork won the decision for Ed Dunfass, of Philadelphia, over Billy Stift, of Chicago, at the end of six rounds of the semi-final wind-up.

CORBETT-JEFFRIES FIGHT.

San Francisco Club Has Made a Bid for It.

NEW YORK, Feb. 1.—Sealed bids for the heavy-weight fight between James J. Corbett and James J. Jeffries, to take place next month, were opened today at a meeting of Al Smith, stakeholder of the match; George Considine, representing Corbett, and William A. Brady, representing Jeffries. Seven bids in all were received. Each of the local clubs, the Broadway Athletic Club and the Seaside Athletic Club, offered 60 per cent of the gross receipts of the match.

The most attractive offer was made by the Carnival Company, of San Francisco, which agreed to give the fighters a purse of $30,000 and a 50 per cent interest in the pictures to be taken of the fight, or a purse of $32,000, the club to have all the interest in the pictures. J. Wolf, president of the Carnival Company, was notified by telegraph after the meeting that if he would accompany his offer with $5000 in cash, to be posted with Al Smith, he could have the match. He was also notified that both of the principals had posted $2500 with Al Smith as a guarantee of good faith, and that it was necessary for the club securing the fight to post $5000 as a guarantee that it would bring the match to a successful conclusion.

THE RUNNING RACES.

Yesterday's Winners at Oakland and New Orleans.

SAN FRANCISCO, Feb. 1.—The weather was fine at Oakland and the track fast. The results were:

Five furlongs, selling—Bandera won, Isaline second, Carolia third; time, 1:02¼.

One mile—Erwin won, Bathos second, Mortgage third; time, 1:41.

Mile and a quarter, selling—Topmast won, Tempo second, Gotobed third; time, 2:08½.

One mile, free handicap—Bendoran won, Rosormonde second, Lothian third; time, 1:40.

Seven furlongs, selling—Jingle Jingle won, Imperious second, Mary Kinsella third; time, 1:34½.

Futurity course, selling—Southern Girl won, Tuthill second, Redwald third; time, 1:10¼.

Races at New Orleans.

NEW ORLEANS, Feb. 1.—The results today were:

Six furlongs—Himtime won, Belle of Memphis second, Sallie J. third; time, 1:13¾.

Seven furlongs—Fleuron won, Polly Bixby second, Dr. Fannie third; time, 1:29¾.

Two-year-olds, four furlongs—Hylo won, Buda second, Moses third; time, 0:49.

Handicap, six and a half furlongs—Turney won, Diana Fonso second, Alex third; time, 1:21¾.

Selling, mile and an eighth—Rushfields won, Pat Garret second, Freak third; time, 1:56¾.

Selling, one mile—Free Lady won, Jim Conway second, Wild Tartar third; time, 1:42.

Another Goebel Wounded.

CHICAGO, Feb. 1.—Albert Goebel, a cousin of the wounded governor of Kentucky, was riding on a Lincoln-avenue car yesterday when he was attacked suddenly with heart disease, as the doctors after diagnosed his ailment, and fell from the train, fracturing his skull. He sustained in addition severe cuts on the scalp.