

# The Daily Astorian

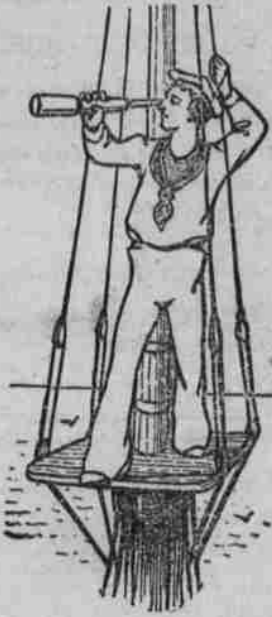
EXCLUSIVE TELEGRAPHIC PRESS REPORT.

VOL. XLIII, NO. 40.

ASTORIA, OREGON, FRIDAY MORNING, AUGUST 17, 1894.

PRICE, FIVE CENTS.

## THEY ARE COMING!



Men of War, Yachts, Sloops, Plungers, Fishing and all other kinds of craft for the Grand Regatta this week. They are coming from the North, from the East, from the South, from far, and from near, and all are invited when in need of **Men's and Boys' Clothing, Furnishing Goods, Hats, Caps, Boots, Shoes, Trunks, Valises, etc.** to call where a child buys as cheap as the most experienced buyer,

The **OSGOOD MERCANTILE Co.**

The One Price Clothiers, Hatters and Furnishers  
508 and 508 COMMERCIAL STREET, ASTORIA, OR.

## VACATION JOYS

Are apt to be incomplete if one runs short of reading matter. Let your first thought be of choosing a liberal quantity of it from our stock.

We also call your attention to such things as Camp Chairs, Hammocks—Fishing Tackle—Seaside Shovels and Buckets, Croquet and Base Ball Goods.

**GRIFFIN & REED,**

## Cosmopolitan Saloon.

LOUIS BOENTGEN, Proprietor.

I will now supply the trade with the celebrated N. P. Beer either by the keg or bottle and all orders for N. P. bottle beer will receive prompt attention.

I am the only authorized agent in the city for this celebrated beer, and families wishing prompt attention should place their orders with me either in person or by mail. **LOUIS BOENTGEN.**

## \$2 FOR AN \$80 LOT!

BY BECOMING A MEMBER OF HILL'S LOT CLUBS YOU CAN GET A FIRST CLASS LOT IN HILL'S FIRST ADDITION TO ASTORIA. LOTS WILL BE DELIVERED WEEKLY. NOW IS THE TIME TO PROCURE A

Lot to Build a Home, for **\$2**

The Packers of Choice

Columbia River Salmon  
Their Brands and Locations.

NAME.	LOCATION.	BRAND.	AGENTS.	AT
Astoria Pk & Co.	Astoria	Astoria Pk & Co. Kinney's John A. Devlin	M. J. Kinney	Astoria
Broth A. Pk & Co.	Astoria	Black Diamond	A. Broth & Sons	Chicago
Columbia River Pkg Co.	Astoria	Cocktail	Cutting Pkg Co.	San Francisco
Kimore Samuel	Astoria	Magnolia White Star	Elmore, Sanborn & Co.	Astoria
George & Barker	Astoria	Eclair Palm Deadman	George & Barker	Astoria
J. O. Hanthorn & Co.	Astoria	J. O. Hanthorn & Co.	J. O. Hanthorn	Astoria
J. G. Megler & Co.	Brookfield	St. George	J. G. Megler	Brookfield Wn
Fishermen's Pkg Co.	Astoria	Fishermen's	Fishermen's Pkg Co.	Astoria

## Str. R. P. ELMORE



Will leave for Tillamook Every Four Days as Near as the weather will permit.

The steamer R. P. Elmore connects with Union Pacific steamers for Portland and through tickets are issued from Portland to Tillamook Bay points by the Union Pacific Company. Ship freight by Union Pacific Steamers.

**ELMORE, SANBORN & CO.,** Agents, Astoria.  
UNION PACIFIC R. R. CO., Agents, Portland.

## ARE LANDING TROOPS

The Japanese Now Have 50,000 Troops in Corea.

### RAISING CHICAGO'S TRACKS.

An Eastern Firm Doing a Thriving Business Making Dried "Beef" Out of Horse Flesh.

London, August 16.—A dispatch from Shanghai to the Times says that Japan is pouring fresh troops into Corea territory. The Chinese fleet according to the same dispatch, is remaining passive. In Japan the war fever is intense. The Japanese populace and press are under complete official control. Perfect order prevails among the town populace. The Japanese government enforces a complete secrecy in respect to all military movements.

### NEWS BY STEAMER.

Reported Abandonment of the Chinese Man-of-war Koot Su.

Victoria, August 16.—The steamer Tacoma, 15 days out from Hong Kong, arrived at this port shortly after noon today. She left Hong Kong July 19, Shanghai July 24, Kobe July 29. So far as could be learned, popular feeling in Yokohama is at concert pitch. Numbers of leading merchants have made contributions of rice and saki, and all is hurry, bustle and fighting talk. Lieutenant General Takashima expressed himself as follows, at Osaka: "The military equipment of the country has become perfected by degrees, since the organization of divisions in 1885. At present the Japanese army need not fear any country in the world, with the exception of three or four of the powers. In comparing her navy with that of China, Japan is inferior in point of tonnage by some 3000 tons, but China has vessels with a speed of only fourteen knots, while Japan has vessels of eighteen knots. As to skill and arms, China is no match for Japan. Moreover, she has only 30 vessels of the China Merchants' Steam Navigation Company as transports, which she requires for the transportation of rice for the interior. But Japan has about 60 steamers of over 2000 tons for that purpose, if recently purchased vessels be added. As it is the first occasion in which steel-armored squadrons have engaged in combat, foreign powers will regard with attention the issues of a naval engagement. Thus the present occasion is worthy of our full exertion, and it will be a good opportunity to show the world our military strength."

Since the naval fight off Fusan, the running of the Japanese steamers between Jinshu and Fusan have been suspended. General travel on the smaller Oriental lines is much broken, and news of an authentic nature is difficult to obtain. In Yokohama it is believed that Chi-pan's plan will be to march troops into Corea by way of Wiju, and the Japanese government is said to be taking steps accordingly. From Hong Kong, reports on the Korean difficulty are even more unsatisfactory, the news being of a wild and contradictory nature. Fukien authorities have ordered some of the Lok Ching battalions to proceed to Foo Chow, and "braves" are being enlisted to strengthen the forces in Fukien. The garrisons of the Ming Ngan forts are daily practicing with their big guns, and are prepared to give a good account of themselves should the Japanese warships make any attempt on the arsenal at the Pagoda anchorage.

The Hochi reports that intelligence is said to have been received in Tokio to the effect that the Chinese man-of-war Koot Su, which fled eastward to the Korean coast after the engagement of July 25, reached Asan, where her crew abandoned her and landed, and that a Japanese man-of-war followed and captured her. At Rysan, while the Japanese soldiers were proceeding toward Siugen Fu, laying their line of defense, over 800 soldiers assembled and entered the lines, whereby a collision occurred between them. The Chinese troops opened fire, which was responded to by the Japanese soldiers. Field guns put the Chinese soldiers to flight, and they sustained a loss of 120 killed and 170 wounded. The queen of Corea is reported ill and under treatment for malarial fever.

**FIND PEARLS IN THE WABASH.**  
Peru, Ind., August 16.—For several years it has been known that pearls of a small variety existed in the Wabash river, but of such a diminutive size that they were generally accepted as worthless. Three months ago Thomas Blair, of Washington, D. C., came to this city with the intention of searching the river in a thorough manner, and has demonstrated that they can be found in numbers worth searching for. With a small boat and dredging material Blair made the trip alone from this city to Lafayette, sixty-six miles. Yesterday he returned from his trip. His collection consists of eighteen large pearls, ranging in value from \$25 to \$50, and a large number of small ones.

### TRACKS TO BE ELEVATED.

Two Chicago Companies will Begin Next Week.

Chicago, August 16.—Early next week the work of elevating the tracks of the Lake Shore and Michigan Southern and the Chicago, Rock Island and Pacific railroads will begin just south of the crossing of the St. Charles Air Line at Sixteenth street. Six-City Engineer L. H. Clarke has been placed in charge of the work by both roads, for as far as Sixty-third street the two roads occupy practically the same right of way, and their tracks will go up together.

A few days ago the companies clinched their acceptance of the revised track-elevation ordinance, which was passed by the city council July 7, by paying to the city 100,000 toward any liabilities for land or business damages which may be incurred by the city by the passage of the ordinance. All of the plans and specifications for retaining walls and bridges over the subways have been prepared.

Chief Engineer Clarke said yesterday that he would have the tracks up to the elevated grade between the St. Charles Air line and 23d street inclusive before winter, or seven blocks of the mile which under the ordinance must be elevated within one year of the beginning of the work.

From 17th street to 23d street a long retaining wall is to be built on the east side of the right of way to prevent the sand in the slope of the elevated structure from running upon adjacent property. Masons will begin to lay this wall just south of 16th street next week, and the first shovelful of earth which is lifted at that point will begin the actual constructive work of elevating all the railroad tracks in the city, for all have signified their readiness to place their rights of way on stilts as soon as the conditions are favorable. The feasibility and economy of elevated tracks were practically demonstrated by the Illinois Central railroad, and since that road put its tracks in the air, every railroad chief engineer in Chicago has been working on track elevation for his road.

**RETURNED TO THE WORLD.**  
Harriet Hubbard Ayre's Mind Has Been Restored.

New York, August 15.—Judge Truax of the supreme court, has signed an order restoring Harriet Hubbard Ayre to the possession of her property and business. She was found insane last March, and committed to a sanitarium at Branxville. Her mind has been restored.

**DEEF OUT OF CHEAP HORSES.**  
Sioux City, August 16.—It was discovered here a few days ago that a firm has been using the Strange Bros' slaughter house to slaughter cheap ranch horses, the flesh of which is made into dried beef. The product is all shipped to Jersey City. The proprietors say they will convert 1,100 horses into dried beef. They buy the horses on the ranges for less money than they would have to pay for cattle.

**A BIG TIN PLATE FACTORY.**  
Portland, Ind., August 16.—Montpelier is to have a tin plate factory. It is being built by the Montpelier Sheet and Tin Plate company, at a cost of \$200,000, and will give employment to over 400 hands. The buildings are of brick, with corrugated iron roofs, and will cover five acres. The town pays \$25,000 and gas leases on 1,000 acres of land to the enterprise.

**THE RACE AT LAST.**  
Ryde, August 16.—The Vigilant, Britannia, and Satanita started this morning for the town cup in the royal yacht club regatta. The Satanita first, Britannia, second, and Vigilant, third.

**THE NEW RECEIVER.**  
Chicago, August 16.—Judge Caldwell, of the United States court, appointed Alface F. Walker receiver of the Archibald property in place of J. W. Reinhart, resigned.

**A PEORIA MAN SEEKING OFFICE.**  
Washington, August 16.—A. M. May, of Peoria, Ill., has filed an application to be made assistant superintendent of the coast and geodetic survey.

**USING WHEAT FOR FEED.**  
St. Louis, August 16.—Wheat is now being fed to live stock in this city, instead of corn, as the former is cheaper.

**THE STRIKE IS OFF.**  
Chicago, August 16.—The butchers' strike at the stock yards has been declared off on the terms proposed by the packers.

## OFF TO GRAY GABLES

President Cleveland Will Take a Few Days Vacation.

### HIS PHYSICIAN ADVISES IT.

The Gould Boys are Drawing Heavily on the Estate to Maintain Their Yacht.

Washington, August 16.—President Cleveland left for Gray Gables this morning. Private Secretary Thurber stated the president, under the advice of a physician in hopes of shaking off the malarial attack from which he has been suffering for several days. The president took with him the tariff and river and harbor bills. He will return about the 25th.

It was learned that the president did not take the enrolled copy which he must sign of the tariff bill, but merely the ordinary printed copy, presumably for examination.

**THE DAY IN THE HOUSE.**  
Opposition to the Southern Pacific's Railroad Claim.

Washington, August 15.—Scarcely a ripple of interest was excited in the house today. The senate bill to extend the time for constructing a railroad bridge across the Columbia at Vancouver, Washington, was among the bills presented. Some interest was caused by the reading of a resolution offered by Black reciting the depletion of the gold in the treasury, and instructing the coinage committee to report a bill for the proper "use and avail" of the silver in the treasury, and instructing the rules committee to report a rule for its prompt consideration. It went to the box in the regular order. The conference report on the general deficiency bill announced an agreement on all amendments but one—the appropriation of \$1,800,000 to pay final judgments of the court of claims in favor of the Southern Pacific Railroad company. The report was agreed to with the reservation of one item. Maguire delivered a vigorous speech in opposition to the payment of \$1,800,000 to the Southern Pacific. He maintained the company was not a company at all, in the true sense of the word, but was simply the agency of a co-partnership existing between four men—Huntington, Crocker, Stanford, and Hopkins. He did not think it was right that the government should pay this claim while there was due the government from this company, as successor of the Central Pacific, the sum of \$7,000,000. The four men mentioned, he said, had diverted from the assets of this company, which were subject to a statutory lien in favor of the government, \$62,000,000 by means of fraudulent contracts with themselves on account of construction. Henderson defended the justness of the claim. The house adjourned till tomorrow, when the debate will be continued.

**NOT CLEAR YET.**  
Washington, August 16.—The events of the day did not make clearer the probable result on the part of the senate to follow the lead of the house in trying to secure a passage of the supplemental tariff bills. Senator Hill's example to amend by repealing the income tax was followed today by Senator Quay with amendments which included the entire McKinley law. Others of a like nature will follow.

**THE STRIKE INVESTIGATION.**  
Chicago, August 16.—The first witness before the government strike commission today was W. H. Lovejoy, a Rock Island employe from LaSalle, Ill. Lovejoy declared the men at LaSalle went out on that point because he was unjustly discharged. Secretary Kellner, of the American Railway Union, succeeded Lovejoy on the stand. He entered into a detailed statement of the troubles leading up to the strike.

**PEORIA DISTILLERIES CLOSED.**  
Peoria, Ill., August 16.—The Distilling and Cattle Feeding Company has issued orders closing the Great Western, Monarch and Woolner distilleries. This is the result of the present high prices

of corn, which have reached 38 cents in this city, and the necessity for extensive repairs. The last of the cattle are now being shipped to market, and the Great Western distillery, one of the largest houses in the city, will be the only one in operation for a few weeks. The glucose factories and other corn-consuming industries, have experienced considerable difficulty in getting a sufficient supply for their needs, but the closing of the still houses is expected to furnish some relief.

**GOULD'S COSTLY TOYS.**  
His Yachts Have Caused Him to Make Drafts for Large Expense Accounts.

New York, August 16.—There has been a great deal of speculation as to how much it has cost the Gould boys to keep a crack sailing yacht and one of the largest steam yachts in commission. It is stated that since the boys left for Europe two months ago they have drawn upon the estate for \$400,000. This would seem a large amount to spend in sport, but steam yachts like the Atalanta are expensive toys, when one reckons the complement of officers and men they require, to say nothing of the number of artists employed to navigate the Vigilant and the princely salary of Hank Hall.

**WILL IT EVER BE?**  
The Cable to Tillamook Light Still Remains Unlaid.

"When is the Tillamook cable to be laid?" is the oft repeated question one hears on all sides these days.

It was just such a question as the above that an Astorian representative propounded to a gentleman connected with the lighthouse service yesterday, and his reply will perhaps enlighten not a few who are interested in knowing when the world will be connected by wire with the isolated rock that stands out a mile or more from the rugged headland a few miles south of the Columbia River bar.

"If the cable is not laid within the next thirty days," said the gentleman, "it will probably not be put down."

"In the first place," he continued, "the cable that is now at the buoy station is not a telegraph cable, but is intended for telephone purposes only. It is far too light in weight to stand the terrific sea that during the greater part of the year boils around the rock. Several attempts have been made to lay the line from the rock, but in each instance it has been chucked off on its ragged sides, no way as yet having been devised by which the cable could be held free from the rock."

**THE O. R. AND N. RECEIVER.**  
Major McNeill Looks Over the Company's Property in Astoria.

Major E. McNeill, receiver of the Oregon Railway and Navigation Company, was in the city yesterday, looking over the made a careful inspection of the big dock on Upper Commercial street, and in the afternoon made a trip out over the bar on the tug Escort.

"It is our intention," said Major McNeill, "to give the lower river the best possible service obtainable, and particular attention will be given to this branch of our system. We have done away with the superintendent of water lines, and in the future that service will be handled through my office. The captains of the various steamers will have absolute control of their crews, and there is no reason why the business of the lower Columbia will not receive the very closest attention with that arrangement."

"It is our desire," he continued, "to make the people of Astoria, and in fact the whole Columbia river, understand that we are part of them, equally interested in the welfare and future prosperity of all the country touched by our lines, and they can rest assured that the O. R. and N. Co. will leave no stone unturned to keep good its word."

Major McNeill left up the river last evening on the Potter. He expressed as being highly pleased with what he had seen during his hurried visit.

Highest of all in Leavening Power.—Latest U. S. Gov't Report.

# Royal Baking Powder

ABSOLUTELY PURE