

TODAY'S WEATHER.

Portland, Jan. 30.—For Western Wash- ington, occasional light rains. For Oregon, Eastern Washington and Idaho, fair weather, warmer.

# The Daily Astorian

EXCLUSIVE TELEGRAPHIC PRESS REPORT.

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ASTORIA, OREGON, THURSDAY MORNING, JANUARY 31, 1895.

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| Columbia River Pk & Co. | Astoria.    | Cocktail.                                 | Cutting Pkg Co.       | San Francisco. |
| Elmore Samuel.          | Astoria.    | Magnolia. White Star.                     | Elmore, Sanborn & Co. | Astoria.       |
| George & Barker.        | Astoria.    | Ereure Palm. Desdemona.                   | George & Barker.      | Astoria.       |
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## AN OCEAN HORROR

North German Lloyd Steamer Elbe Goes Down.

STRUCK BY A BRITISH STEAMER.

It is Thought That Fully 300 People Were Drowned—Quite a Number of Americans Aboard.

Associated Press.

London, Jan. 30.—The North German Lloyd steamer Elbe, Capt. von Gosset, from Bremen yesterday for New York via Southampton, has been sunk in collision with the British steamer Crathie, bound from Rotterdam to Aberdeen. At the time of the sending of this dispatch, the exact loss of life is unknown, but the report has it that it was enormous. The disaster occurred before daylight this morning at a point some 30 miles from the Hook of Holland. The first dispatches stated there had been 350 persons on the Elbe, and that only 19 were saved, the rescued having been landed at Lowestoft by fishing smacks. When the news of the disaster became generally known through the medium of the Exchange Telegraph Company, in the clubs and places of resort, the excitement was intense. Cable dispatches were at once forwarded to all the principal European cities. As the time wore on it was apparent the first reports of the sinking of the steamer had minimized the horror of the disaster. The Elbe was proceeding along at her usual rate of speed, and keeping ordinary lookouts. It was dark, but there was no gale. Suddenly the forward lookout on the Elbe reported to the officer on deck that the lights of a steamer were close aboard over the port bow. Before the course of the Elbe could be changed so as to sheer off from the approaching steamer, the latter struck her just about the engine room, going through her plates as though they were pasteboard, and striking her nose almost completely through the hull of the Elbe. For a time the Crathie held the Elbe on her nose, but then her engines were reversed and she backed out of the aperture. The water rushed into the Elbe in a torrent, and she began to settle. The officer in charge saw she was doomed, and gave hurried orders to clear away the boats for launching. Three of the boats were cleared and lowered, but one of them, shortly after it got clear of the steamer, capsized, and it is thought all the occupants were drowned. The first boat contained the third officer, chief engineer, purser, and about 30 others. These are the passengers who were picked up by fishing smacks and taken to Lowestoft. From one of the survivors it is learned that as soon as the Crathie backed away, the intruding water flooded the aft part of the engine room so quickly that nobody below deck in that part of the ship had an opportunity to escape. The shock of the collision was comparatively slight in view of the damage done, but this is explained by the fact that it was a direct cutting blow. Nearly all the passengers were asleep at the time, but many of them were awakened by the shock, as slight as it was. They could hear the rush of the intruding water, and with cries of terror, sought to make their way to the upper deck.

As the passengers rushed from their staterooms into the saloon, they were met by a torrent, against which it was impossible for them to make headway. They were caught up and swept aft toward the cockpit, where they were probably drowned before the ship foundered. Altogether, about 50 passengers reached the deck, where the wildest confusion existed. Many heart-rending scenes were witnessed between parents and children in the few minutes preceding the sinking of the vessel. A cry was raised on the doomed vessel for the women and children to go over on the other side of the steamer away from the port side, in which was the sapping hole caused by the collision. Half-fainting women and terror-stricken children hurried to the starboard side, but they had scarcely reached the boats when the huge vessel lifted her bows high in the air and slowly and silently sank, stern fore-

most, beneath the waves, taking with her her human freight. Barely twenty minutes elapsed between the collision and the sinking of the steamer.

A heavy sea was running, and the wind was bitterly cold. A small boat containing the survivors tossed about until 11 o'clock in the morning. Several vessels were sighted in the meantime, but they made no replies to the signals. The survivors were nearly frozen, and their sufferings were intense. Eventually the fishing smack Wildflower saw the signals, and the survivors were taken aboard. Following is a corrected list of the survivors:

Cabin passengers—Carl Hoffman, Eugene Schlegel, John De Vera, Anna Becker, Chief Engineer A. Neussel, Third Officer Stolberg, Purser Wester, Herr De Tart, Abremer Haven, pilot, Robert Greenhall, an English pilot, and ten of the crew.

The best information now is that there were 400 persons on board the Elbe, 240 of whom were passengers, and 160 officers and crew.

### PASSENGER LIST.

Showing First and Second Cabin Passengers on Board the Elbe.

New York, Jan. 30.—Following is a complete list of the first and second cabin passengers on the Elbe:

First cabin—Fritz Appel, Munich. Hugo Becker, Chemnitz. Director Bauman, Berlin. Mrs. Herman Sanders, Fallmouth, Mass.

Anton Fischer, Washington. John B. Vines, St. Charles, Mo. Chas. Wix, New York. Mrs. M. Comoro, South Dakota. Henry M. Castle, Honolulu. Louis Thett, Vienna. Walter Schmel, Durein. Domingo Furrer, Guatemala. Ernest Herren, New York. Second Cabin—Mrs. Louis Kuehn, New York. James Frank, Buffalo. Eugene Schlegel, Fuerth. Mrs. Emma Schlegel, Fuerth. Mrs. Sophia Rhodes, Washington. Eugene Rhodes, Washington. Carl Hoffman, Mrs. Anna Hoffman, Miss Hoffman, Grand Island, Neb. Mrs. Andrew Brégage, Amsterdam; Mrs. Vattier, Andrew Vattier, Amsterdam.

Julius Rosenbaum, Berlin. Adolph Israh, New York. Earnest Mareberg, Louisiana. Carl Kleinschmidt, Seattle. Rudolph Nolte, Neipsic. Dr. Deitrich (return ticket). J. H. Hahn, James Vevera, Kretto Kerr, Frank Miskoloz, Edward Muskovic, Eprjes. Isteria Goldner, Eprjes. Mrs. Lockhart, New York. August Sanders, Essout. Peter Powterski, Kasantzze. Miss Clara Weingastner, Fleibingen.

### WORKMEN TO ISSUE BONDS.

New York, Jan. 30.—In order to go on with the trolley strike Master Workmen Connolly, after consulting with several financiers, decided to issue bonds on the credit of his organization to the amount of \$100,000. Many tradesmen have offered to accept notes for provisions in lieu of money.

### TERRIBLE ACCIDENT.

Tacoma, Jan. 30.—Miss Estella Miller, a young woman aged 25, died this evening as a result of a terrible scalding she received last evening while taking a vapor bath. A boiler of hot water was spilled over her body and limbs. She was the daughter of Rev. I. T. Miller, a Methodist preacher.

### THE CYCLONE BURNED.

Portland, Jan. 30.—Word reached here today that the steamer Cyclone was burned to the water's edge at the dock at Lacamas Tuesday night. The steamer piled between this city and Washougal. The crew was absent and it is not known how the fire started. Loss, \$5,000; insurance, \$3,500.

### FLOODS IN SACRAMENTO VALLEY.

San Francisco, Jan. 30.—The Examiner says 8,000 acres of land are under water in the Sacramento valley, and much wheat and many fruit trees are ruined.

### CIGAR DEALERS FAIL.

Tacoma, Jan. 30.—C. H. and F. S. Manly, cigar and tobacco dealers, and proprietors of five tobacco stores here, made an assignment today. The assets are \$17,400; liabilities, \$2,850.

### MONEY GETTING EASIER.

New York, Jan. 30.—The Evening Post's London cable says: The money market is lightening a little on the possibility of an American loan.

### TIED UP IN IDAHO.

Boise, Jan. 30.—Three ballots were taken for United States senator without any change. The result was: Shoup 20; Sweet 19; Clegggett, 15.

### THE TREATY RATIFIED.

Washington, Jan. 30.—The senate in executive session today ratified the Japanese treaty with an amendment stripping out the time limit.

## A NEW LIGHT SHINES

Dolph's Chances of Success Considered Brighter than Ever.

AT WASHINGTON'S CAPITOL.

The Senatorial Fight Growing Warmer Each Day.—Anti-Lieut. Governor Bill Defeated.

Associated Press.

Salem, Jan. 30.—There no change in the number, and only a slight change in the individuality of Senator Dolph's vote today. There was one knock out on each side. When the name of Cooper, of Benton, was reached, he announced that when the left Dolph a few days ago, he thought he was meeting the desires of his people, but had since discovered that the business men of the Dolph almost unanimously favored Dolph and his re-election, so he would again vote that way. Closely following this, Davis, of Umattila, was reached, and caused some surprise by announcing his vote for Lowell, thus abandoning Dolph. It looks more tonight like Dolph success than at any time for a week. Cooper's return to Dolph is to be followed tomorrow, so it is said, by Keyt, who, in response to a petition from his Polk county constituents, will completely demoralize the scattered opposition, and before the close of Friday's ballot, enough Republicans will, it is claimed, have changed to elect Dolph by a good majority. Such is the appearance of the senatorial sky now, and nothing is expected to occur to change it.

### YOUNG'S BAY BRIDGE PASSED THE SENATE.

Salem, Jan. 30.—The senate today passed a number of unimportant bills, and among them was a bill to bridge Young's Bay. In the house a number of bills were read a second time and referred to committees.

### THE VOTE.

Salem, Jan. 30.—Dolph, 42; Hare, Populist, 10; Weatherford, Democrat, 8; Herman, 10; Lord, 8; Williams, 5; Barkley, 1; Moore, 1; Lowell, 4; Gatch, 2; absent, 2.

### STILL FIGHTING AT OLYMPIA.

Olympia, Jan. 30.—As anticipated, the senate killed the bill abolishing the office of lieutenant governor, by post-pone indefinitely, and Crow's senate bill abolishing the custom of requiring publishing officers to furnish bonds met the same fate. The bill making Lincoln's birthday a legal holiday, was passed unanimously.

In the house the railroads committee recommended the passage of the merchants' railroad bill, giving the Washington and Columbia river railroad a right-of-way through the state penitentiary grounds at Walla Walla. In as much as the road has been built through the grounds for five years, the house thought best that the state remain in control instead of giving the county a title to the property, and the bill was killed. A bill by Busch, of Pacific, to establish food fish hatcheries passed the house. A memorial praying for free coinage of silver at a ratio of 15 to 1, was adopted. Bills were introduced providing for a railroad commission and for free text books.

### LIVELY TIMES AT OLYMPIA.

Olympia, Jan. 30.—The Republican caucus was made lively tonight at the 7th ballot when Milroy presented a resolution to drop the names of all the candidates now being voted for. The resolution was lost. The first ballot stood: Wilson, 30; Ankeny, 29; Allen, 8; McMillan, 11; Hoyt, 1. There was no material change till the 7th, when a debate followed on a motion to adjourn, which was lost, and the members expressed the intention to remain all night and to fight it out.

### NOT ENOUGH IN EITHER CASE.

Washington, Jan. 30.—The house committee on interstate and foreign commerce today agreed upon a bill making train wrecking where the loss of life occurs, punishable by death, and when no one is killed, imprisonment for from one to twenty years.

### THE SENATE DESPONDENT.

Washington, Jan. 30.—The session of the senate today was unusually intense in giving expression to the intense feeling which has been aroused by the financial question and to the apparent hopelessness of relieving the situation.

### WOMAN'S SUFFRAGE IN AUSTRALIA.

Chicago, Jan. 30.—Word has just come from the president of the W. C.

## WAR NOW INEVITABLE

The Central American States Allied Against Mexico.

THE NICARAGUA BILL AGAIN.

It will be Taken up on Friday Next in the House—Various Telegraphic Flashes.

Associated Press.

City of Mexico, Jan. 30.—A telegram was received from Guatemala today, verifying the report that confederation of Central American republics had been formed. Ministers Arías, of Honduras, Gomez, of Nicaragua, and Estupina, of San Salvador, individually offer the cooperation of their countries to Guatemala, in the event of war with Mexico. Central America will stand united to repel any invasion from Mexico. The Costa Rica minister arrived soon after the meeting, together with President Barrios, of Guatemala, and is of the same frame of mind as the other Central American ministers. The war cloud hangs heavy over Mexico today, it appears from the outlook that Mexico has no recourse left but to declare war against the federation of Central America. President Diaz is for peace, but still stands boldly for Mexico's rights. The president and cabinet are in session. At the Mexican Jockey Club a war fund of over \$500,000 was subscribed in five minutes. It is rumored that hundreds of thousands will be forthcoming from this source at short notice. Both sides are massing troops on the frontier. The rumor that two Americans, Thomas Murphy and Col. A. H. Dunn, were killed while en route to the Guatemala Northern railroad, with a drove of 100 mules which were to be used in the construction of that road, has been confirmed.

### NICARAGUA BILL, FRIDAY.

The Pacific Bill Again Receives Attention in the House.

Washington, Jan. 30.—The house committee on interstate and foreign commerce decided to make the senate Nicaragua canal bill a special order for Friday.

The house labor commission agreed to report favorably to the house on the labor arbitration prepared by Attorney General Okey.

Western Republicans working against the Reilly Pacific railroads bill have practically come to an understanding. They will support Boatner's bill for a railroad commission providing he will amend it in one important particular. The feature they oppose is that which provides the purchasers, in case the roads are sold under foreclosure, should assume all debts of the old companies, and give the United States a mortgage on the property payable in 50 years at five per cent. They say the western states will have to bear a burden in high tariff rates.

### CATTLEMAN INJURED.

Union, Or., Jan. 30.—In a firework accident today, J. O. Shirley, a prominent stockman of Grant's Rondo, was nearly killed and may die. He was driving along the valley road when his team became unmanageable. He was thrown forward on the double-tree, and was unable to extricate himself for a time. When he was picked up one of his legs was broken besides being dreadfully bruised and probably injured internally. His recovery is doubtful.

### PEACE ENVOYS AT KOBE.

Yokohama, Jan. 30.—The Chinese peace envoys arrived at Kobe and will go to Hiroshima by train this afternoon, accompanied by John W. Foster, who is acting as their adviser. Foster, in replying to a question as to what proposals the Chinese envoys were instructed to submit to Japan, said their nature might be inferred from the disastrous condition of China.

### NATIONAL BOARD OF TRADE'S RESOLUTION.

Washington, Jan. 30.—The National Board of Trade today passed a resolution approving the recommendation of President Cleveland to congress for the issue of bonds specifically payable principal and interest, in gold, at a rate of interest not exceeding three per cent.

### JUST ABOUT RIGHT.

Cutler, O. T., Jan. 30.—A bill was introduced in the house today making treason and bank robbery punishable by death.

### TO BE TRIED FOR MURDER.

Minneapolis, Jan. 30.—The jury to try Harry Hayward for the murder of Catherine Gung was completed today.

### THREE HUNDRED AND FIFTY SOULS.

London, Jan. 30.—It is believed the Elbe had about 350 persons, including passengers and crew, on board.

Bar Ferree, the architectural writer and critic, who has just been elected an honorary corresponding member of the Royal Institute of British Architects, is the first American writer who has been so honored.

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

Royal Baking Powder  
ABSOLUTELY PURE