

THE DAILY ASTORIAN is the biggest and best paper on the Columbia River

Morning The Daily Astorian.

THE ASTORIAN has the largest circulation of any paper on the Columbia River

FULL ASSOCIATED PRESS REPORT.

VOL. XLVII.

ASTORIA, OREGON, SATURDAY MORNING, SEPTEMBER 11, 1897.

NO. 31.

Creditor's Sale

Extraordinary opportunity to buy Fine Clothing, Men's and Youths' Furnishing Goods, White Shirts, Fancy Overshirts, Underwear, Hats, Shoes, Mackintoshes, Clothing, Lined Duck Coats, Scarfs, Collars, Handkerchiefs, Socks, Comfortables, Cuff Buttons, Straps, Umbrellas, Men's Gloves, Etc. Stock must be sold. Also Counters, Shelving, Safe, Mirrors, Stove, Chairs, Lamps and everything else contained in store formerly known as Osgoods, Nos. 506 and 508 Commercial Street.

J. D. KENNEDY
Trustee.

Sole Agents for Knox and Wauburton Hats

BUFFUM & PENDLETON Hatters and Furnishers

94 Third Street, PORTLAND, OREGON.

...The Only Exclusive Men's Furnishers...

City Book Store

Klondike Maps.
Klondike Guide Books.
United States Government General Chart of Alaska corrected up to date. Don't start without a copy.
Blank Books and Stationery.
Fishing Tackle, Hammocks, Etc.
Latest Novels, Periodicals and Magazines.

GRIFFIN & REED

OREGON STATE NORMAL SCHOOL

Monmouth, Oregon

A TRAINING SCHOOL FOR TEACHERS

Regul. or Normal Course of three years. Senior year wholly professional. Training department of nine grades with 300 children. Instruction and training in gymnastics (swedish system) and vocal music for public schools. The Normal diploma is recognized by law as a STATE LIFE CERTIFICATE to teach. Eight expenses: Tuition, books, board and lodging (approximately) \$135.00 per year. Student boarding themselves, \$10.00 per year. Academic grades accepted from high schools. Catalogues cheerfully sent on application. Address: P. L. CAMPBELL, President, or W. A. WANN, Secretary Faculty.



Mount Angel College

MOUNT ANGEL, Marion County, OREGON

This is just the place for your boys. Delightful location, large buildings and grounds, good meals, plenty of healthy exercise, excellent teachers and careful training—this is what they all say of MOUNT ANGEL COLLEGE. Send for Catalogue and special terms.

School will open September 3.

P. F. PLACIDUS, Director.



Our Royal Cream Flour

NONE BETTER

FOARD & STOKES CO.

Sole Agents

ASTORIA OREGON

UNION MEAT COMPANY

Shield Brand Hams, Bacon, Strictly Pure Lard

ALL KINDS OF CANNED MEATS

Guaranteed the Best in the Market

CORNER FOURTH AND OLIVAN STREETS - PORTLAND, OREGON

MACKINTOSHES

The rainy season has now set in, and our large and well-assorted stock of Mackintoshes has just arrived—for ladies, misses and children in the latest styles and the lowest prices. See our Umbrellas at 50, 65 and 75 cents.

SHANAHAN BROTHERS.

The Only Really Cheap Store in Astoria

THE WARNING IS NOW EMPHASIZED

Returning Miners on the Cleveland Say Wait Till Spring.

FATE OF THE ELIZA ANDERSON

Thought to Be Safe—Story of Fabulous Wealth Recalled—Bar Hundreds Killed—Starve This Winter.

Seattle, September 10.—The steamer Cleveland, Captain Hall, 12 days from St. Michaels, arrived this evening with 80 passengers and about 1000 in gold dust. This amount is only approximate, as many of the miners on board refused to state the exact amounts they brought with them. Parson J. W. Whitbeck, of the Cleveland, had in his charge \$145,000, and he states that this amount and what he knows of on board will foot up about \$100,000. Thirty-eight of the passengers came from the gold fields and 2 were carpenters who went to St. Michaels to construct boats for the North American Trading and Transportation Company.

The story of the fabulous wealth of the Klondike, Bonanza, Eldorado and other creeks tributary to the Yukon is retold by the returning miners, but the warning, which has already been given, is emphasized by everyone on board the Cleveland. They say that hundreds must go hungry this winter and that many will starve to death, as the food supply in the mining regions is far below what will be required to keep alive those already in and around Dawson City. If the river steamers fail to get up the river the suffering will be something terrible. On July 20th the stores of the Alaska Commercial Company and the North American Trading and Transportation Company were closed and notices posted on their doors that no more provisions would be sold until the arrival of another steamer from St. Michaels.

The steamer Cleveland left St. Michaels two days before the Cleveland but when three days ago she broke two propeller blades by running on a bar in Hebrang bay and put into Dutch Harbor for repairs. When the Cleveland left Dutch Harbor, September 3, it was expected the Explorer would complete her repairs by September 6 and continue on her journey. The Explorer is on board about the steamer and it is stated that she has sold just amounting to nearly \$100,000.

The following is the list of miners who brought the largest amounts of gold dust: J. J. Aiton, \$2,000; A. Sartin, \$1,000; E. Schneider, \$1,000; Miss Lotta Burns, \$1,000; Charles Engle, \$2,000; A. P. Barber, \$1,000; Fritz Knoch, \$1,000; Samuel Matthews, \$500; George Reynolds, \$1,000; M. Minton, \$1,000; Hans Anderson, \$2,000; H. Anderson, \$2,000; James Galtner, \$2,000; Fred of British Columbia, \$500. Perhaps the most serious disaster which has befallen any of the expeditions is that which may have overtaken the old schooner Eliza Anderson, which, in company with the stern-wheel steamer K. Mervin, the schooner Bryant and the tug Holyoke, the latter towing the old bark Pulaski, sailed from Puget sound for St. Michaels a month ago. The captain of the Cleveland reports that on August 25 a heavy gale sprang up off Kodiak and the Eliza Anderson became separated from the rest of the flotilla and her fate is unknown. When last seen she was flying a distress flag. The captain of the Holyoke has no idea that the Eliza Anderson is in serious danger, but believes she made Kodiak in safety. The Anderson carried 125 passengers and 100 tons of freight.

The Cleveland passed the steamer Humboldt 15 miles out from St. Michaels on Sunday, August 23. Captain Hall was informed that the despatch had reached such an acute stage that open threats were made of lynching Mayor Wood. Before the Humboldt left there, however, a truce was patched up and she proceeded to St. Michaels.

Charles Engel of New York City, who has been on the Yukon for three years, comes out with his wife and four children. He sold out his interests there and practically fled for fear of starvation. "The people who are going in there this winter," he said, "are crazy. There will be 1000 people in there this winter and very little to feed them. At least 150 men will come out before winter sets in if they can get away."

Engel declares that the returning Yukoners on the Cleveland brought down less than \$100,000 all told. Not that this figure represents the holdings of the men, however, for most of them, he said, were coming out rather than remain and starve.

Not more than 1500 tons of supplies will be gotten up the Yukon this season, according to Engel's judgment. Of this

amount only a fraction is food. While there may be a tendency to exaggerate the actual condition of affairs there, yet it is no question that famine threatens all the venturesome men and women who made their way to Klondike. As to hungry spirits are flocking to the scene. Threats of violence are being made in every side. Evidences of crime are now being paid for food at Dawson and it is impossible that more than four vessels with provisions can reach that camp before the river freezes. Endless meetings, heavy with murmured threats of vengeance, have been had at St. Michaels by those who see no hope of advancing up the river and less of coming back to civilization.

The first signs of winter are apparent on the river Yukon, which is beginning to freeze, and in a few weeks will be closed against all navigation. At St. Michaels the condition of affairs is also the cause of the gravest concern. There are not enough structures in town to accommodate the crowd, and scores of people are living in tents. Shortly before the steamer left St. Michaels two expeditions, those of the National City and of the South Coast, held indignation meetings, threatening dire vengeance upon those who had brought them there and then were unable to carry them further. Shortly before the Cleveland left for Seattle, the United States revenue cutter Bear put into St. Michaels to tell another story of death and disaster in the secluded Arctic. The Bear had on board Captain Watters, his wife, first and fourth officers and four seamen of the steam whaler Nevada. They are all that remain to tell the terrible story of death in the Arctic. The Nevada was caught in an ice pack. Of her crew 42 were lost. Thirty-one were crushed in the ice and ten frozen to death. The Bear saw the vessel's signal of distress near Point Barrow and went to her assistance. Captain wife, two officers and four seamen were persuaded to leave the crippled ship, but nine others positively refused to go. They were left in the desolate field of ice, and it is feared they perished with their comrades.

NEW YORKERS TO CONTROL HONDURAS

SEVERAL MILLION DOLLARS ALREADY ADVANCED ON THE PROPOSITION.

Will Dictate Railroad and Financial Policy. Telegraph and Tariff Duties Included in the Deal.

New York, September 10.—The Worth prints the following this morning: "The control of the government of Honduras by Americans" were the words of the American consul in Honduras, used in his report to the state department concerning the effect of the concessions recently made by the government of Honduras to an organization of wealthy New Yorkers.

This consideration was the cause of advancing several million dollars, whether five millions or 10,000,000, which will be advanced to Honduras, whereby it will keep above bankruptcy. In the heart of directors of the concern appear the names of John Jacob Astor, Dr. Seward Webb, C. M. Dwyer, J. J. McCullough, Frederick B. Jennings, Charles McEvey and Melville E. Ingalls, Jr. The organizer is Henry L. Sprague, a lawyer of this city. When he made his visit to Honduras he succeeded beyond his fondest hopes. The government was willing to grant him everything he wanted if the men whom he recommended would assume certain financial obligations that would save the republic from ruin.

The details of the deal have been kept so far secret, but it is known that the plan includes not only the construction and control of the Honduras railway, the management of its telegraph and the detention of tariff duties at the customs house, but also the establishment of a national bank to carry out a financial policy for paying off the Honduras debt. "The government promises not to interfere for five years at least. It is also on the cards to establish a steamship line from Truxillo on the Atlantic coast of Honduras to Belize, in British Honduras, also on foot. It is said to investigate emigration from here to Honduras, some of whom can stand the climate, which is trying to those accustomed to temperate zones."

BASEBALL SCORES

Washington, September 10.—Washington 4, Cleveland 1.
Philadelphia, September 10.—Philadelphia 8, Chicago 5.
Baltimore, September 10.—Baltimore 6, Louisville 5.
Brooklyn, September 10.—Brooklyn 11, Cincinnati 4.
New York, September 10.—New York 2, Pittsburg 2.
Boston, September 10.—Boston 10, St. Louis 2.

TERRIBLE CRISIS OF THE STRIKE

Deputy Sheriffs Fire Into a Mob of Strikers at Latimer.

INTENSE EXCITEMENT OCCURS

No Accurate Figures of Dead and Wounded Obtainable—Estimates Are Baffling. Partial List of Unfortunates.

Hazleton, Pa., September 10.—The strike situation reached a terrible crisis on the outskirts of Latimer this afternoon, when a band of deputy sheriffs fired into a mob of miners. The men fell like so many sheep, and the excitement has been so intense that no accurate figures of the dead and wounded can be obtained. Reports run from 15 to 25 killed and 40 or more wounded. One man who reached the scene tonight counted 13 corpses. Four other bodies lay in the mountains between Latimer and Hazleton. Those who were uninjured carried their dead and wounded friends into the woods. The estimates are baffling.

Some of those known to be dead are Mike Chenol, Harwood; Frank Cheka, Harwood; John Statinska, Crystal Ridge; George Kulick, Harwood; Steve Herrick, Harwood. Among the injured are George Kross, Harwood, bullets through the leg; John Karlovich, shot in the neck; Andrew Ibrabolick, shot in the breast; John Kulick, shot in the stomach; John Damakie, shot in both legs; Geo. Vrechek, shot in both legs; John Forti, shot in the head; will die; John Klechok, shot in the hip; Kasimir Dales, shot in the breast; Jacob Kulshot, shot through the body; John Kool, shot in the arm and left side; Joseph Bolick, shot through back; John Treble, a deputy, shot in the arm. Three bodies were found tonight on the road near Latimer.

STILL INCREASING

No Halt in the Advance—More Men at Work—Wheat Higher.

New York, September 10.—R. G. Dun & Co.'s Weekly Review tomorrow will say: "There is no halt in the advance. Business shows better in all ways. The steady increase in the promotion of the working force and power of the people to purchase is the feature which overshadows all others. The reports of the New York trades unions show an increase since one year ago of 34 per cent in the number of men at work and a similar increase among the men in like positions throughout the country would exceed 24,000."

Wheat has risen five cents the past week, not in a hurry, but in answer to a daily increasing foreign demand. Though the reports of the crop, now almost wholly out of danger, indicate a yield never surpassed but once, foreign accounts still strengthen the belief that the deficiency abroad would be about 100,000,000 more than usual, and meanwhile reports indicate that less corn than was expected will be available for export. Its price has risen five-eighths of a cent.

THE MARKETS

Portland, September 10.—Wheat—Value, 90c; Walla Walla, 87c.
San Francisco, September 10.—Wheat, \$1.20; and \$1.00.
Liverpool, September 10.—Wheat—Steady.

NEW USES FOR ELECTRICITY

Cars to Be Transported 100 Miles a Day by the Mysterious Fluid.

New York, September 6.—A new scheme of transportation is to be introduced between New York and Boston, whereby, it is said, large packages and cars containing passengers can be whisked from one place to the other, 200 miles, in less than an hour. An experiment with the machine was held in Boston in the presence of many scientists, including A. E. Dolbear, of Tufts' college. He announced that he was thoroughly satisfied with the system. It consists of a magnet car hanging from a single rail, which follows a current of electricity with one horse power. It is said that one ton can thus be transported 100 miles a day at a cost of 30 cents.

The application of electricity to machinery, as mentioned above, is not all the uses to which it can be applied. It cures most obstinate chronic diseases with wonderful and startling rapidity. Dr. Darrin, the electro-magnetic physician of Astoria employs the remedy with wonderful success, as is proven by the testimonials that we have heretofore published of the remarkable cures that he has made in this vicinity. Dr. Darrin came to Astoria to remain

but a limited time, but since opening his office in this city his practice has poured in on him so rapidly that he has concluded to extend his visit to October 1. Patients come to visit him from a wide area of territory. The other day a young man rode on horseback 15 miles to be treated for deafness. In ten minutes from the time the doctor commenced operations he could hear, and the next day he left for home. Such treatment borders on the marvelous, and shows the wonderful cures that can be effected by modern skill when exemplified by such men as Dr. Darrin. Dr. Darrin continues to treat all classes, the rich and poor alike, free of charge, except medicines, at his office at the Occident hotel, from 9 to 10 a. m. daily. Those willing to pay from 10 a. m. to 3 p. m. at one half his former charges. He gives free and confidential examinations to all at the office or by letter. He treats all curable nervous, chronic, acute and private diseases of the eye, ear, nose and throat; catarrh, deafness, bronchitis, la grippe, consumption, heart, liver, and kidney diseases, and will under no circumstances take a case that he cannot cure or benefit. Cures of private diseases guaranteed and never published in the papers. Circuits and question blanks sent free. Inquiries answered.

LOOSE BUYING CONTINUES

New York, September 10.—Bradstreet's will say tomorrow:

The business of the week has been marked by a continuation of comparatively loose buying by the jobbing and commission merchants in anticipation of future wants at almost all important distributing points. The exports of wheat, flour included, from both coasts of the United States and Montreal show a falling off from last week, but are still very large, aggregating 5,461,000 bushels. There are 173 business failures reported throughout the United States this week, against 128 last week.

FURTHER DETAILS OF THE WRECK

LITTLE DEFINITE INFORMATION OF THE RIO GRANDE COLLISION

Number of Deaths Estimated at Forty—Passenger Train Completely Telescoped. Freight and Passengers Scattered.

Denver, September 10.—6 a. m.—Up to this hour but little information has been received by the Rio Grande people here of the Newcastle disaster. The number of deaths by the collision is variously estimated at from 25 to 40 persons. The passenger which collided with the East-bound stock train was known as the Rio Grande and Pacific coast flyer and at the time of the collision was at an unusually high rate of speed, in order to make up an hour's time. The trains came together with a crash, the stock train completely telescoping the passenger and scattering the passengers and its own freight in all directions. To add to the horror of the situation, the train took fire and it was impossible to even approximate at this hour the number of victims. Numbers are missing who are supposed to be in the ruins of the cars. Relief trains have been started to the scene, and are expected to arrive in a few hours.

The right of way is covered with debris and it will be some time before the wreckage can be removed and the tracks repaired so that traffic can be resumed. The officials of the Rio Grande who happened to be in the vicinity of Newcastle have left for the scene of the wreck.

THE NUMBER KILLED

Newcastle, Cal., September 10.—The latest estimate tonight places the number killed in this morning's wreck on the Denver and Rio Grande and Midland at thirty, while eighteen were taken out seriously injured. It is impossible to secure more than an estimate of the loss of life, and not half of those known to be dead have been identified. Many of the unfortunates will never be known, and it is possible that the number killed will always be in doubt.

THREE CAUGHT

Eugene, September 10.—Deputy Sheriff Frawley, of Modoc, Cal., returned to Eugene today with Cal. Cornell, the California cattle thief whom he has been chasing. He caught his man last evening on the bridge near Jefferson, being assisted by Constable Strainey, of Albany. The prisoner will be taken to California as soon as extradition papers are secured.

WHEAT ADVANCES

Chicago, September 10.—September wheat sold at a dollar for a brief time this morning. The advance was caused by the strength of the foreign markets and continued heavy export engagements.

CONSTERNATION IN RAILROAD RANKS

Secretary Bliss Renders a Decision Which Affects Land Grants.

THE RAILROADS WILL APPEAL

Question Turns on What Constitutes Mineral Lands—Marble Is a Mineral Within Meaning of the Statute.

St. Louis, September 10.—A Globe-Democrat special from Washington says: Secretary Bliss has rendered a decision which affects all the Western railway grants. The case on which the decision was made is that of the Pacific Coast Marble Company against the Northern Pacific Railroad Company and state of Washington. It involves title to marble lands in the state of Washington, a portion of which was claimed by the railroad company as indemnity for lands lost and a portion by the state of Washington as part of a school grant.

The question involved was whether marble is mineral within the meaning of the mining laws and also under the terms of grants to the railroad company and state of Washington. The secretary decided, after an exhaustive review of former decisions by land commissioners, Secretaries Kirkwood and Teller, and various state courts, that marble is a mineral within the meaning of both mining laws and grants, and is, therefore, not subject to selection or patent to either railroad companies or state under the terms of their grants. The secretary also decided that this ruling applies to all substance known as mineral by the recognized authorities. It will have the effect of condoning future patenting of lands by railroad companies to lands that are more valuable for agricultural than for mineral purposes, and is far-reaching in that it affects lands along the lines of nearly all important roads in the United States.

Mineral lands, as defined by the revised statutes of the United States and declared to be available for sale to individuals in limited parcels, in order that their resources may be developed, are described as "mining claims upon veins or lodes of quartz or other rock in places bearing gold, silver, cinnabar, lead, tin, copper or other valuable deposits heretofore located."

Ever since the present law, quoted above, has been in operation, more than 25 years, the department of the interior has permitted settlers to settle on land containing deposits which, while not legitimately mineral, are designated under the rules of the department to be metallic. Between the foothills of the Rocky mountains on the east and the shores of Puget sound on the west there are hundreds of industries wrought out of or based upon the natural resources of land which the government permitted settlers to take. Some of these industries, valued at many millions of dollars today, draw their raw material from lands regularly filed upon and awarded by the government to its citizens, upon whose energy and ingenuity the value of their claims depend.

More than twenty valuable products are embraced in the list of natural resources to be metalliciferous. There are petroleum, asphaltum, mineral hydrocarbons, borax, amber, gypsum (land and plaster of paris) limestone, marble, diamonds, clay nitrate and carbonate of silver, sulphur and alum, kaolin, china clay, phosphates, buffing stone, stones of special commercial value, coal and slate for roofing.

The railroads have been confident that Secretary Bliss would sustain the views proffered by the commissioner of the general land office. The sweeping reversal will result in their temporary consternation and they will appeal to the United States supreme court, which is now the only alternative left to them.

Royal makes the food pure, wholesome and delicious.

ROYAL BAKING POWDER
Absolutely Pure

ROYAL BAKING POWDER CO., NEW YORK.