

The Hood River Glacier.

It's a Cold Day When We Get Left.

VOL. 6.

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APPLYING FOR WORK.

There Are More Applicants Than Places
at San Francisco.

SAN FRANCISCO, August 1.—There are 500 vacancies to be filled in the departments of the railroad service at West Oakland presided over by Master Mechanic William McKenzie and Master Car Repairer W. B. Ludlow, and there are over 2,000 applicants for the positions. The applications are on file in Superintendent Wilder's office, and it is expected that to-day the successful applicants for work will be notified to report for duty. The positions referred to embrace the machine shops, blacksmith shops, boiler shops, car shops and ship yards. There would have been more applications, but many of the strikers, who became prominently identified with the cause of the American Railway Union, have given up all hope of getting back into the employ of the company, and have not drawn up their applications.

May Build a Pacific Cable.

MONTREAL, Que., August 4.—The outbreak of war between Japan and China has revived interest in the proposed Pacific Ocean cable between Vancouver and Japan. C. R. Hosmer, General Manager of Telegraphs of the Canadian Pacific railway, said in an interview to-day that sufficient progress had been made financially in 1891 for putting through this scheme, had the Japanese government given it the assistance that was expected of them. He believes the present war will extend to other nations in the Far East, and that it will result in the laying of a Pacific cable either to Japan, China or Australia, as the existing cables pass through so many foreign countries where serious complications are likely to arise at any moment. The distance from Vancouver to Japan is 3,600 miles. A cable is estimated to cost less than \$4,000,000.

The Fires Still Burning.

MILWAUKEE, July 31.—Governor Peck and party returned this morning from Phillips. The forest fires are still raging throughout the north central part of the State, and the towns of Fifield, Prentice, Medford and Chelsea, besides many saw-mill settlements and farming communities, are in danger of being wiped out, should heavy winds come up. When the Governor passed through Chelsea the authorities besought aid for the families burned out. The Governor said the unfortunates would be cared for. Fears are entertained for the safety of the town of Morse on the Soo line. It is stated that half of it has been wiped out, and that the rest is threatened with destruction. The wires on the line are down.

Successful Rain-Making.

YANKEE, S. D., August 1.—Ten days ago rain-making experiments were begun in this county under the direction of two citizens who visited a Kansas rainmaker, obtained his chemical formula, and received instructions in its use. One ton of chemicals was consumed and, last night one of the most voluminous rain storms of the summer was ushered in. It extended over an area of twenty miles square in all directions from the experiment station near this city, and in localities as much as two and a half inches of water fell. The rain saves late corn and insures a half crop of hay.

To Establish a Colony.

VANCOUVER, B. C., August 1.—A cooperative colony is to be established here at an early date. A large number of persons have formed a club for the purpose of starting one, and the government has promised its assistance. It is proposed to obtain one of the many fertile islands up the coast and send a dozen pioneers, who will build houses and clear the land. The settlement is to be gradually increased from time to time. The settlers intend to engage in farming and fishing, the island being near the halibut banks.

Controller's Bank-Note Statement.

WASHINGTON, August 3.—A statement issued by the Comptroller of the Currency shows the total amount of national bank notes outstanding to be \$207,445,489; increase of total circulation for the month, \$188,182, and for the year, \$23,789,569; amount outstanding against bonds is \$181,050,934; increase for the month, \$487,350; for the year, \$17,834,641.

AGAIN VICTORIOUS

The Japanese Destroy China's Greatest Battleship.

TWO CRUISERS ARE CAPTURED

The Encounter Means an End Has Been Put to China's Fighting on the Seas—The Japanese Handled Their Guns, Etc., With Greater Skill.

SHANGHAI, August 1.—News has just reached here of a desperate battle between the fleets of China and Japan in which the Chinese were defeated and the Chen Yuen, the largest battleship but one in the Chinese service, was sunk and two other large Chinese vessels, said to be first-class cruisers, captured or destroyed. The battle was hotly contested, but the Japanese appeared to have handled their guns, ships and torpedoes with more skill than the Chinese. The Chinese fleet engaged carried nearly 1,000 men, and a large number are reported killed or drowned. Later dispatches say that few, if any, of the Chinese engaged in the battle escaped. Two German officers in command of the Chen Yuen are reported to have met death with the crew.

The news of the battle was received here by private telegram from Tien-Tsin. If the report is true, of which there is little doubt, it means an end has been put to China's fighting upon the seas. The Chen Yuen must have started from Taku after leaving the Chinese transports there. The two Chinese cruisers supposed to have been captured or destroyed during the engagement which ended so fatally for the Chen Yuen are supposed to be the Chen Yuen and the Foo Ching. The Chen Yuen was a protected cruiser, built at Emswick, England. She had a displacement of 2,300 tons. Her armament consisted of three 8½-inch Krupp and two six-inch Armstrongs, protected by splinter-proof shields; several eight-pounder rapid-firing Hotchkiss guns, six gatling and four torpedo tubes. The Foo Ching was also an English-built protected cruiser, very much similar to the Chen Yuen. She had a displacement of 2,600 tons, was built of steel in 1880, and carried ten guns of about the same caliber as those carried by the Chen Yuen.

Tien-Tsin, August 1.—A naval battle was fought yesterday between the Chinese and Japanese fleets. The Japanese sank the Chinese warship Chen Yuen. Two large cruisers, supposed to be vessels built for China by Armstrong, were captured or destroyed. The Chen Yuen was a battleship of 7,400 tons displacement, carrying 14½-inch and compound armor at the water-line. Her battery included four twelve-inch guns protected by armored breastworks and two small Krupp, eleven Hotchkiss cannon and tubes for Whitehead torpedoes, two 8½-inch and six-inch Krupp and a secondary battery of Hotchkiss revolving cannon. The Chen Yuen was built for China at the Stettin works. She was a sister ship of the Ling Yuen, and was the most powerful ship in the Chinese Navy with the exception of the Ling Yuen.

ANOTHER BATTLE REPORTED.

SHANGHAI, August 1.—It is reported to-day that the Japanese forces attacked the China position at Yashan Friday and Saturday last. The Japanese, it is said, were repulsed with heavy loss. The Chinese loss was trivial.

THE RECENT STRIKE.

The Investigating Committee to Meet in Chicago.

WASHINGTON, August 1.—The Labor Commission appointed by President Cleveland to investigate the causes of the recent strike will hold its first meeting at the postoffice building in Chicago August 15, and will request railroads, labor organizations and citizens having a personal or patriotic interest in the rights of the question to be inquired into, and who cannot attend the meetings, to present their views and suggestions in writing to the commission prior to the public hearing. The three members of the committee have adopted the following preamble and resolutions:

Whereas, The President of the United States has appointed the undersigned a commission to visit Chicago, Ill., and such other places in the United States as may be proper in the judgment of the commission, to the end that it may make full inquiry into the cause of any pending disputes or existing controversies between the Illinois Central Railway Company and the Chicago, Rock Island and Pacific Railway Company and certain of the railway employes and hear all persons interested therein who may come before it; and

Whereas, Section 6 of chapter 1,063 of the laws of the United States, passed October 1, 1888, makes it the duty of the said commission to examine into the cause of said controversies, the conditions accompanying and the best means of adjusting the same and to report the result of such examination to the President and to Congress; and

Whereas, The questions involved in such controversies affect all interstate railroads and their employes; and

Whereas, It is desirable that the recommendations of this commission as to future legislation upon the questions at issue between labor, whether organized or unorganized, and the employers thereof should be based upon all facts having any legitimate bearing upon such questions and should be the result only of clear and well-defined public opinion; therefore,

Resolved, That this commission will meet at the United States postoffice building in the city of Chicago, Ill., the 15th day of August, 1894, at 10 A. M., for the purpose of taking testimony in relation to said controversies and to hear and consider all facts, suggestions and arguments as to the causes thereof, the conditions accompanying and the best means of adjusting the same and as to any legislation or measures which ought to be recommended in regard to similar controversies hereafter.

That all railway, labor organizations and citizens having either a personal or patriotic interest in the right solution of these questions, and who cannot conveniently attend such public hearings as aforesaid, are requested to present their views and suggestions in writing to the commission at any time prior to the date of such public hearing.

That copies of this resolution be given to the press and be sent to all railways engaged in the transportation of property and passengers, being in two or more States of the United States, and to all labor organizations.

That all communications be addressed to the Chairman of the United States Strike Commission, Washington.

Messrs. Kernan and Worthington left the city after the meeting. Both will be engaged in doing preliminary work before the investigation actually begins.

HOUSE OF COMMONS.

Discussion of the Evicted Tenants Bill Limited.

LONDON, August 3.—In the House of Commons to-day Sir William Harcourt, Chancellor of the Exchequer, moved a time limit for the discussion of each clause of the evicted tenants bill, with a final closure of the committee stage August 7. In making this motion Sir William said the government regarded the bill as urgent and appreciated the necessity that the time allotted for further discussion of the measure should be ample. He was not enamored of exceptional measures of closure, and resorted to them with sincere regret, but the fact that there were twenty-two pages of amendments to the bill justified the summary procedure. Mr. Balfour said that never in the history of Parliament had there been a proposal like this. No government had ever ventured to suggest after only a two days' debate of a measure in committee that the House be gagged, yet a Minister making such a proposition has thought it sufficient to express regret in a few perfunctory words, giving as the only approach to a reason for the proposal the large number of amendments. So, he said, because the House showed a desire to discuss the bill the discussion must be stopped. Mr. Balfour warned the House that such procedure would inevitably end in the abatement of the House as a legislative body in the eyes of the country. He moved an amendment of regret that the government should deprive the minority of their just rights and thereby make a fair debate impossible and bring the whole proceedings into deserved contempt. Mr. John Morley twitted Mr. Balfour with having singularly moved closure on the bill constituting the Parnell Commission. Mr. Chamberlain said that the bill had been supported by both sides of the House and only obstructed by a small knot of Irish members. A large number of amendments to the evicted tenants bill, he said, were introduced by Irish members. If these amendments were rejected, the government would be legislating for Ireland against the views of Irish members. If they were accepted, the bill would be transformed far beyond Mr. Morley's pledges. Mr. Labouchere asked what was the use of discussing the bill week after week. It was certain to be rejected by the House of Lords. It would be better to have the soonest possible appeal to the country to settle the question whether the House of Commons was the master of the situation or whether its members were the subservient and humble servants of hereditary laws. Balfour's amendment, protesting against the brevity of time allowed for discussion, was rejected.

The Unionist members of the House of Commons have decided to abstain from further action on the evicted tenants bill and to refrain from moving amendments standing in their name. They will take no part in divisions on the amendments yet to be considered. Many of them are McCarthyite motions. Thus the bill is likely to be virtually disposed of at the end of the week. The opposition may possibly raise a debate on the third reading of the bill, but they will move no amendments.

OFFICIAL STATEMENT.

Japanese Government Gives Its Report of the Situation.

YOKOHAMA, August 1.—The following official statement of the difficulties between China and Japan has been issued by the Japanese government: Japan and China were approaching a settlement of the difficulties when China suddenly suggested that Japan withdraw her fleet from Corea and give formal compliance with the Chinese demands by July 20; otherwise the whole Chinese force were to land, and a sea advance upon the part of China would be made. The Japanese regarded this as an ultimatum, but, acting under the advice of the friendly powers, agreed to the proposals in the principle in an amended form, at the same time declaring that, if the threatened Chinese advance were made on July 20, it would be regarded as an overt act. It is conjectured to be on the watch for the Chinese warships and, seeing the latter advancing July 27, opened fire. The Japanese do not believe the Kow Shung, the Chinese transport sunk by a Japanese cruiser, was flying the British flag, but were using the flag as a ruse. The Japanese indignantly deny the charges of brutality brought against the officers and crew which sank the Chinese transport.

WAR PROCLAIMED

Japan Has Formally Notified the Other Nations.

JAPAN'S MINISTER RECALLED

Vessels of Other Powers Will Henceforth Carry Contraband Articles of War at Their Own Peril—Minister and Consuls Recalled.

LONDON, August 3.—A dispatch just received says Japan made a formal declaration of war upon China to-day. Lord Kimberly, upon receipt of notice from the Japanese Minister that war had been declared, wired all the British representatives abroad to warn the captains of merchant vessels of the fact in order that they might form their cargoes accordingly. Any contraband were comprised in the cargoes will be handled at the risk of the owners of the vessels.

FOR THE WORLD TO TAKE NOTICE.

TOKIO, August 3.—The Japanese government has informed a representative of the foreign powers here that a state of war exists between Japan and China. This is regarded as equivalent to a declaration of war.

MINISTER AND CONSULS RECALLED.

LONDON, August 3.—Private dispatches say that Japan has closed her legation in Peking and recalled her Minister and all her Consuls from China.

SHANGHAI, August 3.—12:30 P. M.—In consequence of the declaration of war upon China, proclaimed by Japan yesterday, the Japanese Minister will leave for Tokio to-morrow. The Japanese flag was hauled down from the consulate here to-day.

FROM THE LAND SIDE.

SHANGHAI, August 3.—A number of heavy guns have been added to the artillery at Taku harbor in the last three days, and submarines have been laid in expectation of an attack from the Japanese fleet. Great alarm is felt at Taku, as the people there believe that any day may bring several Japanese war vessels and a bombardment. The steam launches of the Chinese customs service are scouting along the coast to ascertain whether or not the Japanese are approaching. Their officers report that several Japanese cruisers have been seen in the Gulf of Pechili. The ability of the Taku forts to withstand a bombardment is doubted. The forts were not built to resist the fire of modern guns. Six Chinese transports, packed with troops, sailed on Monday from Chee Foo. They were conveyed by three warships.

THE BATTLE AT YASHAN.

SHANGHAI, August 3.—The Chinese are strongly entrenched at Yashan, and the Japanese are unable to dislodge them, having been repeatedly repulsed with heavy losses. The Chinese losses have been small. Fifteen hundred Japanese are said to have been killed. The North China News confirms the report of the fighting at Yashan. It says that the Japanese brought up for the attack every available man, almost denuding Seoul of troops. The successful defense made by the Chinese was directed by European officers.

Mutsu Hito, Emperor of Japan.

The war between Japan and China over Corea makes the rulers of these countries of more than usual interest. Mutsu Hito, Emperor of Japan, is about 42 years of age. He succeeded his father at the age of 16 years, and was restored to full power a year later. The Emperor is a gentleman of courtly mien, educated in the sciences and arts. He knows the minutest details of his kingdom's needs, opens Parliament and delivers his own addresses. His court is the center of culture and talent, the men who surround him being men of brilliant minds knowing well how to assist in guiding the government. The Emperor enjoys life in all its phases.

DECLARATION PRECIPITATED.

The Kow Shung Incident Supposed to Have Caused It.

WASHINGTON, August 3.—A cablegram announcing the arrival of the United States steamer Monocacy at Nagasaki, Japan, received by Secretary Herbert today, is the only official news that has come to the government from the representatives of China and Japan, and the surmise of official dispatches being obstructed purposely amounts to a conviction. The Monocacy was at Chemulpo, Corea, with the Baltimore, and it is supposed she ran over to Nagasaki for coal and supplies. It is thought here the action of Japan officially notifying the British government of the existence of a state of war between Japan and China was precipitated by the Kow Shung incident. Had such notice preceded the sinking of the ship, Japan would not have incurred liability to Great Britain and been obliged to apologize. In effect that notice is equivalent to a declaration of war, or at least it imposes the same obligations upon neutral nations. By this stroke Japan doubtless has seriously embarrassed China in her efforts to supply herself with warlike equipment in other countries. Just what the effect will be on Chinese treaty ports cannot be foretold now. Japan has taken the ground that they are practically foreign settlements, and therefore has disclaimed

any intention to interfere with them, regarding them as outside the scene of hostile operations. It is believed, however, China will now proceed to close the more important treaty ports, beginning with Shanghai perhaps, by obstructing the entrances.

POSITION OF THE POWERS.

The British Government Will Safely Guard Her Interests.

LONDON, August 3.—The Earl of Kimberley, Minister of Foreign Affairs, received a dispatch this morning from Hugh Fraser, British Minister in Tokio, announcing the declaration of war. Kimberley was visited this afternoon by the Japanese Minister, who personally communicated to him a similar announcement of the declaration. The Earl, upon receiving from the envoy official notice of the declared war, declared that Great Britain would remain neutral in the matter, although the British government would take steps to safely guard British interests in the far East. So far as the sinking of the transport Kow Shung, flying the British flag, is concerned, the envoy was informed that Great Britain awaits the statement of the English captain of that steamer before making any reply to the apology offered by Japan. The government will hold a Cabinet meeting within the next two days to consider the attitude of Great Britain to the Korean question.

Despite the explanation and apology of the Japanese for the Kow Shung affair, the greatest indignation is still felt by shipowners and other persons interested in the Eastern trade. They insist that the government must press Japan for ample compensation and for assurances of better faith in the future. The Admiralty has ordered Vice-Admiral Fremantle, who commands the British squadron of the Asiatic coast, to approach Chinese and Japanese ports, and while observing strict neutrality, to watch the progress of operation.

RESULTING FROM THE WAR.

Marine Insurance to Japanese and Chinese Ports at War Rates.

SAN FRANCISCO, August 4.—War having been declared between China and Japan, the marine insurance companies which have agencies in this city will not write any more policies for merchandise shipped from San Francisco to Japanese and Chinese ports, unless a special war risk is included. It will make no difference whether goods are shipped in American or foreign vessels. The sentiment among underwriters, especially those who represent foreign marine insurance companies, is that merchandise will be safer in British bottoms, and risks on such will probably be the lightest of all. All the foreign marine insurance agencies in this city are anxiously awaiting instructions from their home offices as to the rate of war risk to be charged. Large quantities of merchandise are shipped from San Francisco to Shanghai by the steamers of the Pacific Mail and the Occidental and Oriental Companies. The merchandise does not go direct, but is transhipped at Yokohama by a line of Japanese steamers. Merchandise going by that route will be subject to a heavy risk.

TO IMPROVE RIVERS.

Agreement Reached by River and Harbor Conference.

WASHINGTON, August 2.—Dolph has had a rather hard struggle, but he has pulled out of the conference committee with all the Oregon appropriations in the river and harbor bill. Practically an agreement to that effect has been reached, and the agreement will probably be reported to-morrow. The amount for a boat railway at The Dalles has been reduced to \$100,000, but Dolph says that will be sufficient to acquire the right of way and begin the work. The main appropriation for Oregon remain undisturbed. Washington is also fortunate. Every increase made by the Senate remains in the bill, as also does the provision made for the Lakes Union and Washington waterway. The Oregon and Washington delegations are feeling very jubilant. Oregon has a \$400,000 increase, nearly double the amount in the House bill, with the entire amount for the completion of the work at the mouth of the Columbia. Dolph says boats will be passing over the dalles of the Columbia in four years.

To Segregate Coal Fields.

WASHINGTON, August 2.—Governor Hughes of Arizona, who is here, states the long-standing friction between the Navajo Indians and the ranchers and stockmen is in a fair way of settlement. His efforts to have the San Carlos coal fields cut off from the White Mountain Indian reservation will, he believes, result in the coal fields being segregated and thrown open to the public for settlement and development. All Arizona Legislatures during the past ten years by joint resolution and all the Governors in their annual reports have urged the segregation of these coal fields, there being no other coal within 300 miles.

To Change the Boundaries.

WASHINGTON, August 2.—Caminetti has introduced a bill in the House authorizing the Secretary of the Interior to change the boundaries of the Yosemite National Park when it is shown that lands more suitable for agricultural, mining or other purposes are included in it and are not required for the public interest, or which comprise the territory located for mining purposes before the establishment of the park.

PACIFIC ROADS.

A Supplementary Statement to the Minority Report.

ANOTHER SUGGESTION MADE

Mr. Harris, the Kansas Representative, Would Like to Have the Government Operate a Transcontinental Line—He Opposes the Reilly Bill.

WASHINGTON, July 31.—Harris of Kansas, a member of the House Committee on Pacific Railroads, has submitted the following supplementary statement to the minority report against the Reilly bill:

"I fully concur in the foregoing (Boatman's) views of the minority, except so far as the opinion is expressed that the government should, in the event of foreclosure, proceed to sell or transfer the property acquired to some other corporation or company, as indicated and suggested in the Pattison report.

"The agents of the State for the performance of a public duty have, as a rule, proven incompetent and dishonest; incompetent in protecting the rights and interests of the public, and dishonest in using the powers entrusted to them wholly for selfish ends and for the purpose of building up vast private fortunes at the expense of the people. In the case of the Pacific railways the object of the original act was stated to be 'to promote the public interests and welfare,' and to that end subject to alteration, amendment or appeal. Hence the subsidies of lands and moneys were placed in the hands of the companies as trustees for the accomplishment of that object. Their breach of faith is unparalleled and undeniable, and their sole excuse is that they did only that which other companies did and followed the common custom of railway builders and managers. Why then enter into such an entangling alliance and permit or risk the sacrifice of public duty and functions to private avarice, greed and bad faith?

"I believe that foreclosure of the government lien should at once follow default in payment, in that a complete transcontinental line should be acquired and operated by the only competent and legitimate power—the people—through their government. Such will be the influence of this action that probably no further changes in the transportation system of the country would be necessary, but that everywhere the public duty and its performance will be recognized as paramount, and that capital honestly invested will be satisfied with a fair and reasonable compensation, honestly and justly earned."

RUN DOWN AT LAST.

A Striker Will Now Answer to the Charge of Murder.

SACRAMENTO, July 31.—A special dispatch from Woodland this afternoon says a few days before the ditching of the train on the trestle several members of the union called upon Rev. Father Grace and asked permission to be allowed to go up on the dome of the Roman Catholic Cathedral in Sacramento for the purpose of making certain observations and giving certain signals. Father Grace, knowing the mission of the men to be unlawful, refused to give his consent. Notwithstanding this refusal a union man, equipped with a marine glass, was seen on the lofty roof of the cathedral July 11 before Engineer Clark took the ill-fated train out of the depot. This man, perched high against the blue sky, was there to see whether the men who were to wreck the mail train carrying the Pullman cars and twenty United States artillery soldiers had done their hellish work. As the train, the first to attempt the blockade since the strike was declared, moved out of the depot, this man, three-quarters of a mile away, signalled the fact to some of his fellow-conspirators stationed where they could, unobserved themselves, observe his motion. His first signal was:

"The train is crossing the Yolo bridge." Then there was a pause as he watched through the glass the progress of the train. It was a pause long enough for trestle No. 2 to be reached. Then when the engine and tender bumped over the ties and threw a headlong somersault from the bank into the slough, scalding and burying four soldiers to death, this man on the top of the dome signalled exultingly that the Southern Pacific Company had been thwarted in its attempt to send Pullmans over the road. That is what lawyers for the prosecution say occurred on that gruesome day. From that day until yesterday this man, who knew the train and all on board were soon to plunge off the trestle, and who held his peace because he approved of the murder so long as it ditched the hated Pullmans, was hunted for. He left a trail that was followed persistently and determinedly, and yesterday the hand of the law clutched him by the collar and wrote "murder" against his name.

Existence of Trusts Unconstitutional.

WASHINGTON, July 31.—Hutchinson of Texas has introduced a resolution for an amendment to the constitution to give Congress jurisdiction over trusts. The amendment proposed is as follows: "Trusts and monopolies dealing in agricultural products or other articles of prime necessity shall not exist in the United States, and Congress shall have power to enforce this article by appropriate legislation."