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TOPEKA DAILY CAPITAL WEDNESDAY MORNING, AUGUST 11, 1886.

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The Capital.
J. K. HUDSON, Editor and Proprietor.
WEDNESDAY MORNING, AUGUST 11, 1886.

DAILY CAPITAL TELEPHONES.
Counting Room.....No. 182
Editorial Room.....No. 186
Please call by number.
Counting Room open from 8 a. m. to 6 p. m.
Editorial Room open from 1 p. m. to 6:30 p. m.

AT THE REUNION.

A Grand and Rich Country and a Hospitable People.

MARSHALL'S BAND IN THE LEAD.

Letter No. 2 from the Pacific Coast—The Points of Interest Visited This Far.

To the editor of the CAPITAL.

SAN FRANCISCO, Cal., August 4.—To herald the news by post for such a distance will perhaps make this letterate to some of your readers, but there are hundreds of Kansas people, relatives and friends of the 300 here, who will be glad to hear from them.

It is doubtful whether any other city in the union would, even though it were able, take care of national reunion as San Francisco is doing. Since the arrival of the delegations until now the hospitality of this wealthy city of the golden gate has been shown everywhere and in every thing. Usually, when such an immigration of visitors are being entertained in a city, they are also being continually rushed by being obliged to pay enormous hard prices for their meals, lodging and other necessities. Not so with San Francisco. Everything is reasonable, and an excellent square meal can be had for less as fifteen cents in a first class restaurant. This meal can be finished up with strawberries, peaches, pears, plums, apricots, watermelons, grapes, oranges, or whatever fruit or delicacy is desired for the asking additional. In short, the high-toned hotels and restaurants of the east, when such fruits are in season there charge from 50 cents to $1 for a meal that can be had here for 25 cents.

The Kansas delegation is the largest in the camp, and is receiving complimentary every hand. Marshall's military band ranks first among about thirty other here, and its appearance upon the streets was greeted with applause and cries of "hurrah for the Kansas band!" Yesterday (Monday), camped Commander C. J. McDevitt, of the department, accompanied by his staff, and accompanied the headquarters of the department of California of the Grand Army of the Republic, at the Occidental hotel, and the reception and general committee at the Merchants' exchange, also the headquarters of different states at the Baldwin. The Kansas people are well known to the press committee at the last named hotel. Everywhere eager inquiry was made as to where the band hailed from. At the evening the national headquarters of the W. R. C. was visited, and several selections were rendered by the band.

Yesterday morning the Plankinn club and drum corps and the Modocs were quartered at the armory of Co C, and G of the national guard of California, a beautiful suite of rooms, consisting of reception room and parlors, assembly room, billiard room and a convenient dressing and wash room, besides several smaller rooms for the storage of properties. The Plankinns are well known, and are all perfect and exceedingly gentlemanly, and have left nothing undone to make it pleasant for the Kansas people. Their handsomely arranged and fitted rooms were thrown open to Kansas, and in addition, such member of the Plankinn club as could, did everything to add to the pleasure of the visitors by escorting parties of them to points of interest in the city and suburbs.

The points of interest in and about San Francisco are too numerous to mention in our letter. I will endeavor to give your readers a few descriptions of a few at this time. First of all is the Cliff house and Seal rocks. The Cliff house is a large hotel, reached by a magnificent drive over a perfect road, or by a cable road that connects with the Park and Ocean railroad, and the fare is but 10 cents. A grand view of the ocean and beach can be had from the balconies surrounding the Cliff house, and upon these large rocks above the water 250 feet way, can be seen and heard at all times of the day no less than 100 seen lions and seals basking in the sun or growling and barking and cavorting in the salt water. The waves come leaping in to the sands on these rocks, and as they advance, dashing over some ledge, they are converted into a spray which is beautiful indeed. The reception rooms of the Cliff house are filled throughout with beautiful and wonderful curiosities, and every portion of the interior paintly displays comfort and pleasure. It is here that rolling parties come and spend the day and evening. Large boxes are being cared for by the hunters they enjoy the sea breeze and a glass of wine. It would be well to say right here that the Californian who does not drink wine is hard to find, and as it is as cheap as water in Topeka, many of our party have contracted the habit.

From the Cliff house, by a circuitous path on a steep bluff, a view of the interior of the signal station may be had, also of the private station where the revenue and department of every sea-going vessel is noted as it moves in or out of what is known as the "golden gate." On this same high plateau overlooking the Cliff house and the ocean, is Sutro heights, the home of Hungarian Adolph Sutro, mayor elect. A fairer, of tasteful taste, and in without doubt one of the grandest spots ever seen in America. It is surrounded by a picket fence sixty feet high, which was built to break the winds that sweep over the shore from the ocean, and which are quite strong at times. Within this fence are beautifully laid out walks, flowers and shrubbery, and every description of tropical plant is here visible. All varieties of roses are in full bloom and profusely distributed through the ground. No less than $2,000,000 worth of statuary alone ornaments the prominent points and every nook and corner. Every describable and indescribable thing is here represented in marble. Beautiful beds of the choicest plants and flowers are arranged to represent a picture or design; for example, the American flag was beautifully pictured in a bed about 100 feet long and ten feet wide; another bed represented a harp, and contained a harp, as true to any artist could make it on paper. In this park is a conservatory which is perfect in every truthfully. The grandeur of the display of plants and flowers here is beyond description, and should be seen to be appreciated to their fullest extent. Inside this immense glass building are also fountains, statuary and paintings. On the south side of this grand park a lookout promenade has been leveled off on the solid rock, and stairs leading up to it also have been chisled out of the side. The front wall has been built in a half circle to represent the parapets of a fort, and twenty feet apart there are cannon, and in the rear, ten feet apart, which are plainly visible from the main road and cliff house below, as well as from the ocean. Upon this plateau seats have been carved out of the stone to represent trad chairs, and beside there are settees and beautiful park chairs in abundance. Mr. Sutro is about to build here a fine residence. He is evidently a man of means, and has the taste to make it far too small for him. Fifteen men and a gale keeper are engaged the year round in taking care of this park.

About midway between the center of the city and the cliff house is the Golden Gate park, which extends from Baker street to the ocean, a distance of three and one-half miles. The broad avenues and green lawns and terraces in this park rival those of Central park in New York, and the conservatory surpasses anything the writer ever saw in a public park but does not equal the Sutro greenhouse. Two afternoons each week the regular army band from the military barracks at Presidio, plays in this park for concert at this park. At the concert last Sunday over 10,000 people were in attendance.

The grand parade occurred to-day, and was a crowning event of the visit to Frisco. Not a building in the city of any importance, public or private, institution, and some have flags and other decorations which must have cost thousands of dollars each. At least 200,000 people were in line, and as many more lined the streets and filled the windows. Stands were erected along the line of operation, and in these seats sold at high as $5 each. The Kansas boys, who are in line, and who are well known, were found the live sale items over the whole streets quite a task, but went through without a whimper. Kansas received an ovation all along the line of march, and Marshall's band was constantly hearing as passed the people who had heard the boys play the day previous.

Generals Logan and Sherman received the ovation of the day, and were obliged to be in carriages. This was a big day for San Francisco and the surrounding cities, 50 people of which were present to witness the display.

WHAT THE PAPERS SAY.

The San Francisco *Morning Call*, of this date contains the following about the Kansans who were in the grand parade:

"The delegation from Kansas under Colonel C. J. McDevitt, commander, with W. J. Dawson, assistant commander, in chief, was well to do. The strength of the delegation was 300 men, and they were led by a band, numbering thirty-three instruments from Topeka, Kansas, under the direct of Band Master L. Marshall, and the drummers corps, twenty-four strong, under Drum-Major F. D. Price, also of Topeka, Kansas. It is needless to say that the band was a big thing and drum corps, under the direct of Lieutenant A. D. Tuttle. The other officers with the delegation were the department Commander, Colonel J. A. Ack; Department Quarters, Gen. H. D. Baker; Past Department Commanders, M. Stewart, H. W. Patel, T. J. Anderson. This delegation also contained a number of ladies, who, with their sweet voices, whose services in the speaks of an army are well known and appreciated. Their presence has often lightened the hardships of long and weary marches and to the great relief and ease the existence of some of the most inspiriting and cheerful music ever heard in camp and other images. Yesterday, when the regular Logan and Sherman drove up the streets of "two-horse Kansas," they were greeted with vociferous cheering and waving of hats, after which the Modoc Club sang the glee "The Soldier's Farewell," which both generals duly acknowledged. The Kansas delegation when in marching order, numbered about 1,000 men, and, preceded by their ballie Band, presented a most martial appearance, and were 6', both as regards physique and bearing. It is needless to add that the Kansans were the cynosure of all eyes, and were greeted in the march as as follow: "Marching Through Georgia," "Grand National March" "Triumphant March," "Pilot Stock," "American Medley" and "Campaign March." During the progress of the parade the Modoc club sang several times, and the Kansans responded, so that in the opinion of the writer over 200 poets organized, embodying about 10,000 men. Of the number 140 were represented in yesterday's parade.

Postoffice Changes in Kansas.

The following postoffices have been established by William VanVleck, of the postoffice department, took place during the ensuing August 7, 1886:

Established—Assaria, Grand View, Morris county, by Delavin; Henry Kingman, postmaster.

Discontinued—Bluffton, Ottawa county, Jonas Rose county.

Postmasters appointed—Amboy, Rooks county, William Steed; Ewell, Sumner county, Samuel E. Williams; Hardtner, Barber county, Jacob Hardtner; Mount Cloud county, C. H. Mooney; Osborne, Pottawatomie county, J. S. Spangler; Osborne county, Mrs. J. Mendenhall; Pierson, Ross county, John W. Campbell.

Telephone No. 878.

To the Topeka Tea store, No. 226 Kansas avenue, for your teas and coffees.

CHAS. E. SWEET.

A GIGANTIC PROJECT.

How the K., S. & D. Will be Made One of the Great Railroads of the Country.

GREAT RAILROAD TERMINI IN KANSAS.

Another Rumor Concerning the Santa Fe—A Budget of Railroad News.

From Fort Scott comes the particulars of the great scheme of the Kansas, Nebraska & Dakota company to build a north and south railroad from Kansas to New Orleans, across Arkansas and North Louisiana and Mississippi. It originated with a few enterprising men in Monroe, La., in 1884, but nothing came of it until about one year ago. General J. H. Hoss opened correspondence with some old friends in North Louisiana, and by and by interested Colonel L. L. Bush, general manager of the Kansas, Nebraska & Dakota, and members of his syndicate in the scheme, and it has since constantly growing in importance and developing into a mammoth affair, until the last advices had, when it assumed the shape of an agreement upon the part of each and all to the city of Natchez that an actual survey should be made from Natchez, Miss., Vidalia, La., opposite Natchez, and both northward not later than November 1, at which time, very liberal in its character, the city of Natchez was pressed by the general Hoss, which has ninety-six years to run, and granting complete exemption from all taxation for the period of twenty years. The parties to the scheme, Colonel L. L. Harris, C. H. Mellen, of Fort Scott, and Hon. John Francis, of Topeka, were in Topeka yesterday for the purpose of effecting organization of the company in Mississippi, and securing a charter and organizing a company at Vidalia, in Louisiana, which arrangements have been made for the building of the road from Vidalia, through Northern Arkansas & Fort Scott railroad, and it is upon this road in Indian territory, thirty four miles and well railroads. Colonel Bush, who has actually built 4,000 miles of railroads, intends that the building of this grand north and south line shall be the crowning work of his life. All arrangements for the work will begin and the road be pushed about without any unnecessary delay.

THE GREAT RAILROAD TRAIN.

Colonel E. W. Spaulding, a railroad man from Leavenworth, Kan., says that Kansas will have a new railroad completed in time during the year 1886. The Atchison, Topeka & Santa Fe is building a hundred miles in length from Independence to Cedarvale, also a line up the Verdigris river from Oswego to Longton, sixty-five miles in length, and a line from Brown's Park, on the Missouri Pacific, and from Bilwood to Moline, south to Douglas and Winfield, a length of twenty miles is now being built, and from Burlington to Yates Center, and from Emporia to El Dorado thirty miles. Then there is a line thirty five miles long being built from Mulvane to Belle Plaine, and another sixty miles from Little River, in Rice county, to Ellinwood. There is also being built from Osage City to Quenemo, eighteen miles in length, being further west a line seventy five miles in length is being built from Leavenworth to St. John and Kinsley, a branch called the Denver line, eighty miles in length, from Ness City to Ellinwood, also a line thirty miles long from Lane to Hodgeman county, and one from Kingman to Pratt County, fifty-five miles in length. These several branches, now being built by the Santa Fe company, make a total of 530 miles. In addition to this the same management is now building two lines of road from the south line of Kansas, one from Coffeyville, Kan., by Yates, which when completed, will be about 350 miles long. The Kansas lines are considered under the name of the Chicago, Kansas and Western company. This year the Missouri Pacific management are building in Kansas the following lines: Leroy to Burlington, 20 miles; Iola to Coffeyville, 30 miles; Mound City to Mound City, 25 miles; Leroy to Yates Center and Neosho Falls, with a branch to Elk City, 90 miles; Paola to Kansas City, 50 miles; Ottawa to Council Grove, 70 miles; Council Grove to Salina, 70 miles; Salina Southwest Grove line, 132 miles; Newton to McPherson, 30 miles; Hutchinson to Sylvia, 30 miles, making a total of 1,051 miles. The Kansas, Nebraska and Dakota railroad company is building from Fort Scott to Topeka, 150 miles in length. The Chicago, Rock Island and Pacific are building from St. Joseph to Topeka, a line 90 miles in length, the Missouri Pacific is also building from Garrison to Marysville, 40 miles, and from Topeka to Marysville, 50 miles. The Union Pacific is also building from Parsons to Coffeyville, 30 miles. The aggregate 1,340 miles of railroad now actually being built in this state, and that will be completed in 1,500.

THE SANTA FE'S CHICAGO ROUTE.

It has been for some time understood that the Atchison company has been planning to secure an extension from Kansas City to Chicago, says the new York *Financial Record*. Whether it would be over non-Santa Fe lines or over lines of its own, has been a matter of conjecture. It is now reported that its object is to be attained through a combination with the Chicago, Milwaukee and St. Paul, for the use of the Santa Fe road, which is now in operation to Kansas City. If this arrangement is carried out, it will be a great benefit to both properties. The St. Paul will receive a large amount of Kansas City business, and greatly complete connections at Chicago, the Atchison will at the same time secure an addition to its business. The Atchison system is gradually developing into one of the greatest in this country. It has a through line southwest to the Mexican border, and it also has the most direct route to the gateway of the immense mineral district of Colorado and Utah. It controls the richest and most densely settled portion of Kansas and is rapidly extending its system to the gulf. When this latter portion of its line is completed, it will be in a position to compete for a large share of important railway running north and south and when it reaches Chicago it will have direct connections with all of the great roads to the seaboard. We have often had occasion to speak in terms of praise of the management and policy of this great company, whose future never appeared so promising as at present.

ANOTHER RAILROAD CHARTERED.

The Kansas, Colorado & Pacific railway company filed its charter yesterday with the secretary of state. This road will begin at Girard, Crawford county, and extend through Kansas and Colorado to the Pacific coast, somewhere in California. The counties in Kansas through which the road is charted are Crawford, Cherokee, Neosho, Labette, Wilson, Montgomery, Greenwood, Elk, Chatauqua, Butler, Cowley, Sedgwick, Sumner, Reno, Kingman, Harper, Comanche, Hodgeman, Ford, Finney, Hamilton and Seward. Estimated cost, $10,000,000. The directors are Hon. O. H. Brown, of Girard, Hon. John Francis, of Topeka, Hon. Thomas Ryan, of Ft. M. Fetter, St. Louis, and Hon. J. C. Drew, of Indianapolis. Capital stock $5,000,000.

RAILROAD NOTES.

C. W. Smith, the president of the A., T. & S. F., has gone to Chicago in his private car.

The graders on the Missouri Pacific's Southern Kansas line are working near Hutchinson.

J. S. Leeds, general freight agent of the A., T. & S. F. railroad, was in Kansas City yesterday.

The bridge engineer of the Rock Island is expected to arrive to-day, and work will begin in earnest on the Kansas river bridge.

Hon. George R. Peck, general solicitor for the Atchison, Topeka & Santa Fe, who is now in the east, is expected to return before the 20th inst.

It is reported that one on the Santa Fe from Topeka and Winfield to Johnson City, in Stanton county, has been taken off the trains meeting at Newton.

The gross earnings of the Atchison, Topeka & Santa Fe railroad for July were $1,252,954, an increase over the same month last year of $53,962.

It is now given out that the Baltimore & Ohio, the western terminus of which is at Parkersburg, will extend its line into this state, building direct from that city to Topeka.

The St. Louis, Kansas & Northwestern railroad has reached South Haven, Kansas, with the track, the total extension of the St. Louis & San Francisco railway west from Winfield, and will reach Caldwell, Kans., by September 1, when it will open for business at that point.

It would be interesting to discover how much of the recent agitation against the Santa Fe is the result of an effort in good faith to supply the needs of the country and how much is due to retaliation of alleged infringement upon territory of the various large systems.—*Railway Register.*

The Atchison Topeka & Santa Fe pressed by the advent of new competition into fields deemed especially its own, is apparently about to extend its lines in the southern part of Colorado to get even with the Denver & Rio Grande, and parallel the Missouri Pacific.—*Railway Register.*

J. G. Somerby yesterday informed a CAPITAL reporter that there remained only twenty miles more grading on the Kansas, Nebraska & Dakota railroad in this county, and that will be finished by September 1, at which time track laying will begin. There will be about 100 men at work in Coffey county, and work will commence in Osage county.

A long train of railroad workmen under the direction of Martin Bros., passed through Topeka early yesterday morning on route for Whiting, a small town about twenty miles west from Topeka, where they will work on the Rock Island road. The Martin Bros. have a sub-contract on the Rock Island, and will do some work on the road between Topeka and Kansas City and eighty men. Mr Martin said that they should work from Whiting in the direction of Topeka.

The Atchison, Topeka & Santa Fe, Southern Kansas & St. Louis and San Francisco roads are again opened up a serious freight war. The first-class rate from Chicago to Wichita are cut from $2.50 per 100 pounds to the Santa Fe and cross corresponding. Counter is cut from Kansas City to Southwestern points. Southwestern Railway association lines are protesting with the Kansas lines on the above rate. The livestock pool recently formed by those lines is likely to be dissolved in less than a week.

The Kansas Midland railroad, a line projected from Wichita northwest to connect with the Burlington & Missouri River railroad at Ellinwood, is now in contemplation for as propositions are concerned. The propositions will be voted upon over the entire line that is to be built, and contracts have been let to begin work if they carry. Bonds amounting to $50,000 will be voted upon in Wichita on the 9th of August, and the balance will be voted in Wichita remains to be seen, but the road will be built, it will be extended from Wichita into Texas, or perhaps seek connections with the Fort Smith, Little Rock & Memphis road.

The Union Pacific company has made a contract for the building of a rolling stock. The last of fifteen engines built for the company have just been sent out of Boston. Seven have been placed on the main line, between Omaha and Ogden, behind these were the Lancaster, three freight engines, and behind these five passenger engines have been ordered, the last to be delivered by the middle of August. In the meantime the men at the Omaha car works have been kept busy on the work ordered by the heavy passenger traffic this season.

The June statement of earnings and expenses of the A., T. & S. F. company compared with that of June, 1885, showed an increase of last year, and show an increase of $56,389, or ten per cent. in net earnings. The increase amounted $33,991, expenses decreased $22,397, so that it will be seen that the improvement has been as much in the line of retrenchment as in actual increase of business. As compared with previous years in June of 1883 and 1884, the gross earnings are less than in June of the years for June, 1886. For the half year the showing is less favorable net earnings in 1886 having been smaller than in the first half of the three preceding years.

Considerable comment has been occasioned by the report that the Southern Pacific and Santa Fe have entered into a traffic arrangement by which the latter will be enabled to have a St. Louis connection by means of the Southern Pacific to Girard and Pittsburg and thence by the Frisco road to St. Louis. Mr. T. J. Barnes, the general superintendent of the Southern Kansas, accompanied by some prominent railroad officials, made a trip over the road last week, and on his return Mr. J. W. Hill, superintendent of telegraph, went down from Lawrence and established a telegraph office at the number of trains over the Girard and Pittsburg branch. When asked why the arrangements were made he would's on business with the Frisco road would be to trans enough on this branch to warrant the expense.

Dice.

The many friends of Mrs. E. E. Gaus formerly Minnie Armstrong, and sister of Mrs. Fred McDonald will be pained and shocked at her sad death which occurred yesterday morning at 4 o'clock after a brief illness of two weeks, under peculiarly sad circumstances following so close on the death of her week old baby. She was taken with puerperal fever and died in a delirium. Her husband, poor fellow, is prostrated, the death angel marked her a victim. The bereaved husband and heart broken, sorrowing sisters have the sympathy of all who know them. The funeral will occur to-day, Wednesday afternoon, at 4 o'clock from the residence No. 272 Buchanan street.

SERIOUS RUNAWAY.

A Runaway Team Collides With a Phaeton and Two Ladies Thrown out.

Yesterday afternoon, about 3:30 o'clock, a series of runaways occurred on Kansas avenue, which came very near resulting fatally. A team which was being driven east on Eighth street by Will Vannice and Homer Lapp became frightened when near the corner of Kansas avenue, and making a sudden turn around the corner both the gentlemen were thrown out. Vannice escape with only a few bruises, but young Lapp struck on his head and shoulders, sustaining injuries which at the time were thought to be serious. He was carried up stairs, into Mr. Lee's lodgings, where his injuries were dressed, and in a short time he was himself again.

Then, after turning the corner of Eighth, ran violently down Kansas avenue,