

The Daily Astorian

EXCLUSIVE TELEGRAPHIC PRESS REPORT.

VOL. XLIII, NO. 119.

ASTORIA, OREGON, SUNDAY MORNING, NOVEMBER 18, 1894.

PRICE, FIVE CENTS.

A Railroad to Astoria



Is what is interesting a great many who are looking this way for an investment. And it should be equally as interesting to you where to look for the best place to trade while buying your **Men's and Boys' Clothing, Furnishing Goods, Hats, Caps, Boots, Shoes, Trunks, Valises, etc.** and the fact that we are making for, and furnishing some of the best and leading trade is sufficient, that we are not surpassed either in excellency, or lowness in price.

The OSGOOD MERCANTILE Co.

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

You Can't Eat a Piano

Nor wear it—nor live in it. Consequently it is not really a necessity. But do we live just to eat, sleep and wear clothes? Music should brighten every home and the piano with its compliment of sheet music should be placed within the reach of all. We have 3000 pieces of sheet music that we are selling at 10c a sheet. You have paid from 40c to 60c for the same.

GRIFFIN & REED.

\$2 FOR AN \$80 LOT!

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

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

The Packers of Choice

Columbia River Salmon

Their Brands and Locations.

NAME	LOCATION	BRAND	AGENTS	AT
Astoria Pk'g Co.	Astoria	(Astoria Pk'g Co. Kinney & John A. Devlin)	M. J. Kinney	Astoria
Booth A. Pk'g Co.	Astoria	Black Diamond, Oval	A. Booth & Sons	Chicago
Columbia River Pkg Co.	Astoria	Cocktail	Cutting Pkg Co.	San Francisco
Elmore Samuel	Astoria	Magnolia, White Star	Elmore, Sanborn & Co.	Astoria
George & Barker	Astoria	Edeure Palm, Desdemona	George & Barker	Astoria
J. G. Megler & Co.	Brookfield	Tag, St. George	J. G. Megler	Brookfield Wn
Fisherman's Pkg Co.	Astoria	Fisherman's Scandinavian Fishermen's	Fisherman's Pkg Co.	Astoria

Str. R. P. ELMORE



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

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

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

YOUNG'S BAY BRIDGE

Mossback Writes Another Interesting Letter.

MR. WELCH'S PROPOSITION.

Our Correspondent Does Not Agree With Him on the Extension of Astoria's Limits.

Astoria, Nov. 17, 1894.

To the Editor:—I have read with interest the article of James W. Welch in your issue of today, and, while I am unable to agree with him as to the advisability of extending the corporate limits of this city, so as to take in the townsite of Flavel, it is a pleasure to know that he takes enough interest in these questions to exchange views with his neighbors upon the subject. My objections to the proposed extension are:

First—That I am opposed to taking territory into the corporate limits simply for the purposes of revenue to the city, where said territory can derive no benefit from the act.

Second—By bringing territory owned by non-residents within the city limits, simply for purposes of taxation, where such territory derives no corresponding benefit from the act, tends to discourage foreign capital from investing in lands, or enterprises, in this vicinity.

Third—The attempt to combine the two projects might defeat both; and

Fourth—Because I am not willing to concede that Flavel is, at least at present, a rival of Astoria.

This city, with a population of nearly ten thousand, already has included within its limits, sufficient of such territory. Municipalities are created, not for purposes of local government, taxation, and the raising of revenues to support the government, are incidental thereto; therefore, when territory which derives no benefit from the act is included within the limits of a corporate city, simply for purposes of revenue, a wrong is committed, and a fundamental principle of law is violated. I am a firm believer in the doctrine that the boundaries of a municipality should be confined to such territory only as will, in exchange for the extra burdens imposed upon it in the way of taxation, be in some way compensated therefor. Flavel is not a townsite, as no plat of it has ever been recorded; it has no population; it is simply a farm, and no more needs a city government than does the territory about Saddle Mountain. It is more than two miles from the site of the proposed bridge, and would derive no more benefit from the building thereof, than would property at Warrenton. Skipanon, and other properties on the west side of the bay. If Flavel were to be taken into the city, all the country on the west side of Young's Bay from the Lewis and Clarke to the Pacific ocean should also be included, and to attempt this, in connection with the bridge enterprise, would jeopardize both. We want to get foreign capital to invest in our lands, in factories, and other enterprises in our midst, and in this vicinity, and to impose taxation upon those investments, without giving corresponding value in return therefor, will tend to keep such capital away.

The inference might easily be drawn from Mr. Welch's article, that he considered Flavel already a rival to Astoria, or feared that if it is not such already, it might become so in the near future. I am not prepared to admit either proposition. Without any population, and without even a townsite laid out and recorded, it certainly cannot be considered a rival to this city, at the present time, and with a proper display of energy and enterprise on the part of our people in the future, it never will be; although it may become a town of good proportions at no distant day.

I propose that we build the bridge for the benefits that we, as a city, will derive therefrom, and allow the surrounding country to reap such advantages as it may. We cannot expect to build up our city without benefitting others to some extent; although we reap the greater part of the harvest, some of the seeds will fall by the wayside, and taking root in the soil, will grow into a harvest for others to reap. Why should we care how much others are benefitted by our act, so long as we gain all we seek.

I promised in my last article, to give today some interesting data concerning municipal ownership of bridges, ferries, street railways, etc. This information comes mostly from an article contributed to the November number of the Cosmopolitan, by Sylvester Baxter, who has evidently made a careful study of the subject. To anyone interested in this matter, and who has the time, I would recommend a careful perusal of said article; but those who, for any reason, are unable to read it,

I herewith give, in condensed form, some of the data therein contained, which, in my judgment, is worthy of consideration at the present moment by the inhabitants of this city.

The cities of Liverpool, Manchester, Birmingham, Edinburg, Glasgow, and others of the cities of Great Britain, own their street car tracks, and the city of London has recently decided to enter into possession of those in North and South London. Liverpool owns fifty miles of track, which it leases to a private corporation at about \$3,000 a mile per annum, the municipality keeping the tracks in order, and there exists a strong sentiment in favor of the city's assuming the operation of the lines; Manchester has fifty miles of track, all of which was constructed by the city, and from which it receives an annual rental of \$100,000, the city keeping the tracks in repair; Birmingham owns forty miles of track partly built by the city, and partly purchased and re-constructed. These lines are leased out to companies for twenty-one years; the companies paying for the first fourteen years, besides their taxes, four per cent annually on the gross cost of construction, including repairs, and for the remaining seven years, five per cent annually; Glasgow has thirty-one miles of track, built by the city, at a cost of \$1,750,000. These lines have been, heretofore, leased; but the lease expired this year, and the city council decided, by a vote of fifty to six, to assume the management of the lines. The accumulation of the sinking fund leaves the city burdened with but one-third of the cost, and the total rentals have been nearly \$2,500,000; Edinburg built its lines and leased them. The lease expires this year, and the municipality are expected to assume the management of them; and Huddersford, one of the great woolen manufacturing towns of Yorkshire, having a population of about 134,000, built and equipped its own line at a cost of \$433,000, and has operated them for a number of years. The city borrowed the money to build with, paying three and one-half per cent therefor, and charges its railway department six and one-quarter per cent, to cover depreciation, etc. In 1889 the receipts were \$70,675, and the expenditures \$48,795, leaving the net earnings \$21,880. These lines are kept up by the cities, and are built and maintained in such a manner as not to offer the slightest obstruction to the passage of vehicles. The number of persons to be carried on each car is limited, thus preventing the over-crowding so common in this country. The authorities also reserve the right to fix the fares, specify the number of trips to be made, etc., and, in fact, maintain a general supervision over the same. In brief, the authorities own and control the roads, instead of the roads owning and controlling the authorities, as is the case in so many of our cities.

In Paris the car and omnibus lines seem to be owned by private persons, or companies; but they produce to the city a revenue of something like \$550,000 annually. In Berlin the surface transit is in the hands of a street-car and omnibus company, whose concessions expire in 1911, when its tracks become the property of the city. In 1890 the city derived a revenue of nearly \$250,000 from its percentage on the company's gross receipts.

The Berlin Rapid Transit system, furnished by the Stadt-Bahn (City Railway) and the Ring-Bahn (Circuit railway) in connection with the several lines terminating in Berlin, is considered the finest and most complete in the world. The Stadt-Bahn is a four track line, nearly nine miles long, running through the city in an easterly and westerly direction, upon a viaduct, consisting mostly of solid masonry, and connects at either end with the Ring-Bahn, which surrounds the city, similar to a belt line once proposed to be built around this city) and effects a junction with all the great trunk lines. Express trains from the most distant parts of Europe are brought over these lines, into the heart of the city; and after midnight, when the tracks are clear from passenger business, they are used for freight purposes. These lines are owned and operated by the Prussian state government.

The City of Toronto, in 1891, took possession of its system of street railways, paying about \$1,500,000 therefor. The lines were operated about three months by the city, during which time they netted it something like \$25,000 per month. At the end of that time, through some improper influences, known only to the parties interested, the system was purchased by a private company.

New York City and Brooklyn own, jointly, the bridge across East River, commonly called the "Brooklyn Bridge," and on this bridge they maintain and operate a cable line, acknowledged to be the best cable railway in the world. Millions of passengers are carried upon it yearly; but the management is so nearly perfect, that there has never been a serious accident thereon, and its operation has proved advantageous to those cities, in a financial way.

Massachusetts has, from the beginning, recognized and adopted the principle of public ownership of local transit, and Boston has, for years, maintained and operated two lines of steam ferry boats across its harbor.

It will be seen that the idea of the public ownership of local transit is not new in older communities, and that it may be attended with great benefit to the municipality. Who will say that if this city owned a double track line of railway from the John Day River on the east, along the waterfront of the city, to and across Young's Bay, so that it could admit into the city, and along its wharves and docks, on an equal footing, any and all railroads which might hereafter be built, its prospects for the future would not be better than if it allowed a single corporation to appropriate to its own use, to the exclusion of others, the said right-of-way? Who that owns dock property along the front of the city, would not consider his holdings worth more if such were the case? How much would the cities of Oakland, in California, and Seattle and Tacoma, in Washington, now be willing to give if they could appropriate and own the lines leading through those cities, so that all trains might be admitted over the same lines, and upon equal footing.

This city is just making a start, and it is proper that it start right. The ownership of the bridge across Young's Bay is the first move which should be made; and the next should be to acquire a right of way suitable for a double track railway, along the entire front of the city, and, if you please, around the entire city. Even if some of the parties now here, undertake the construction of the proposed Gobel road and the bridge across Young's Bay, and terms cannot be made with them, whereby the city could obtain the present bridge site, it should, for its future protection, take steps at once to obtain a franchise, and construct its own bridge across Young's Bay, obtain a right of way along the entire city front, and, at the proper time, construct a line of railway thereon.

FITZ WAS ARRAIGNED

Charged With Manslaughter in the First Degree.

OUT ON \$10,000 BAIL.

The Blow That Killed Riordan Was a New One—Other Interesting News—

Associated Press.

Syracuse, Nov. 17.—The bout which resulted fatally to Riordan was a lively one. In fact, Fitzsimmons was such a quick boxer and hard hitter that his opponent never had an easy time. The idea in a sparring bout is to interest the audience, without making it a fight. To make a bout resemble a fight, the star not always deals gently with his opponent. Every man in the house was positive last night that Fitzsimmons' blow landed on the jugular and Riordan fell forward on his face, the worst kind of a knockout. It did not seem to be a hard blow, and probably was not. The chances are that it was a new punch which Fitzsimmons said he would use a few weeks ago. It may be described as practiced by Fitzsimmons and Riordan in this way. Riordan would lead with a straight left, and it was the custom for Fitzsimmons to counter with his right, forcing Riordan's glove back to his own face and neck with the idea of Fitzsimmons landing a light punch. Fitzsimmons conceived the idea of reversing this method when the lead of his opponent was not very strong. Riordan would be allowed to shove his left and Fitzsimmons would counter with his right, on the side of his opponent's left arm, forcing his fist out and from the body, then, with lightning rapidity, Fitzsimmons would continue the countering blow, landing nine out of ten times on the other man's jaw or face. It was one of the prettiest and most scientific blows in pugilism, but it had been contended very hotly by authorities in boxing, that a man cannot hit hard enough with it to produce a knockout. If this was the blow practiced last night, arguments against it are forever thrust aside, for here, where there was no intention to put Riordan out or even to hit him hard, his friend and employer landed a blow which ended his life.

Fitzsimmons was arraigned this morning in police court on a charge of manslaughter in the first degree, and waived examination, and was taken before County Judge Northrup, who fixed his bail at \$10,000, which was furnished.

The death certificate gives the cause of Riordan's death, as "hemorrhage within the cranial cavity, causing compression of the brain." Riordan was found in perfect health. Dr. T. M. Tellman, who conducted the autopsy, says Riordan must have been struck a terrible blow on the chin, which communicated direct with the base of the brain. The depression on the right side of the brain was very deep, and remained half an hour after the clot was removed.

AGENT CROWLEY'S REPORT.

Over 1,500 Chinese and 30,000 Pounds of Opium Smuggled into Portland.

Washington, Nov. 17.—The annual report of Supervising Special Agent J. C. Crowley, has been submitted to the secretary of the treasury. Referring to the trials at Portland during the summer and fall of 1893, Mr. Crowley states that in all about forty persons were indicted for conspiracy to illegally import Chinese laborers and to smuggle opium. He states that the fact was established that more than 1,500 Chinese laborers and 30,000 pounds of opium had been smuggled into Portland from British Columbia in a period of less than seventeen months, and that seven of the principal smugglers had pleaded guilty and three others were convicted. Mr. Crowley is of the opinion that the steady lately entered into with China, which provides for the return to this country of Chinese laborers, will, if ratified, greatly increase the work of the special officers, and it is certain that the number of applicants for admission will exceed that of any year since the passage of the first exclusion law of 1882.

McBRIDE WINS.

The Tacoma Mineral Case Decided Yesterday.

Olympia, Wn., Nov. 17.—The local land office has decided the famous McBride mineral contest for 120 acres of school land in Tacoma in favor of McBride. The case was before the local office on review, and at first hearing was valued at \$250,000. It has been in contest for five years, and the state has expended \$25,000 to defend the right. The state will appeal.

TWO FIENDISH WOODCHOPPERS.

Trenton, Ky., Nov. 17.—Two woodchoppers engaged in a bloody duel near here today, using axes as weapons. The arms and shoulders of one man were completely severed from his body. The other man was badly hurt.

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

Royal Baking Powder
ABSOLUTELY PURE