

STORES CLOSE AT 7 P. M. EXCEPT SATURDAY.

SHOW YOUR COLORS

Every home and public building should be decorated with

OLD GLORY

For the coming celebration. Our assortment is the best and our prices the lowest in the city.

COTTON FLAGS ON STICKS:

Table listing cotton flag sizes and prices: 2 x 3 inches (3c dozen), 3 1/2 x 6 inches (5c dozen), 6 x 9 inches (8c dozen), 11 x 18 inches (12c dozen), 17 1/2 x 27 inches (20c dozen), 20 x 36 inches (\$1 dozen).

The A. Dunbar Co

Headquarters for Dry Goods on the Lower Columbia.

VARSITY RACES TODAY.

Four Rowing Contests at Foughkeepsie, N. Y.

POUGHKEEPSIE, N. Y., June 29.

A smashing of intercollegiate records for 'varsity eight-oared shells. If the wind and weather are favorable, or at the least, one of the most hotly contested races ever rowed by collegiate crews in this country, is promised for tomorrow on the splendid course opposite this city.

Mr. Hanlon, for Columbia-I have endeavored to get the crews to begin the stroke with a quick catch pulled through hard to the finish and not jerked out. The body swing and the leg drive are simultaneous and not separated like Mr. Courtney's.

Mr. Ward, for Pennsylvania-The stroke depends largely on the leg drive, even more so than on the catch, the drive of the leg on the finish of the stroke being strong enough to give the boat such tremendous impetus that there can be a sharp recovery without any check resulting to the boat.

Mr. Zaphon, for Georgetown-I can tell you my cardinal principles very briefly. It is a full reach which in the case of my crew with their superior height, is long, a very quick catch and a full leg drive, giving all the leg power possible in conjunction with the shoulders.

Mr. Courtney, for Cornell, professes to believe that while his four-oared crew does not show up in the usual neat Cornell form, they are very fast, and this has been in a measure demonstrated in their practice with the eights.

Mr. Courtney for Cornell-From the beginning of the stroke the backs of the men are kept straight, as are also the arms, until the body has its full swing. Then the hands are brought quickly in to the body, the elbows being kept low and close to the sides, and instead of putting the oar in the water at a right angle like the Pennsylvania crew, it goes in at an angle of about 45 degrees turning after the oarlock has passed the seat position and the oar is at right angles with the shell.

liberate, to prevent checking of the boat.

Mr. Hanlon, for Columbia-I have endeavored to get the crews to begin the stroke with a quick catch pulled through hard to the finish and not jerked out. The body swing and the leg drive are simultaneous and not separated like Mr. Courtney's.

Mr. O'Dea, for Wisconsin-We have striven to obtain a long reach with the back nearly as straight as possible and the arms straight and rigid. This power is applied by swinging the shoulders on the oar, the body being brought to an upright position before the leg drive is used.

Mr. Zaphon, for Georgetown-I can tell you my cardinal principles very briefly. It is a full reach which in the case of my crew with their superior height, is long, a very quick catch and a full leg drive, giving all the leg power possible in conjunction with the shoulders.

Mr. Ward, for Pennsylvania-The stroke depends largely on the leg drive, even more so than on the catch, the drive of the leg on the finish of the stroke being strong enough to give the boat such tremendous impetus that there can be a sharp recovery without any check resulting to the boat.

The first race will be the four-oared event to be rowed over the two-mile course, beginning at the start of the regular course and finishing at the two-mile point.

THRILLING EXPERIENCE.

Sixty-five American Cattlemen Wrecked on a British Mule Transport.

NEW YORK, June 29.-Twenty-three young men from St. Louis, who had a longing to see the world, arrived here on the steamer Prince Wilhelm V. from Port Au Prince, Hayti, with nothing left but the ragged clothes they wore and an intense yearning to get back to their native city and stay there.

"When a fine military-looking man came to St. Louis," said Charles W. Pratt, one of the returned wanderers, "and said he was an agent of the British army looking for young men who would take a fine sea voyage to Cape Town and return and get paid for it to boot, the boys in my section fairly fell over each other to get the places. There were 125 applicants ahead of me, but I was picked out with 64 others who were chosen. The military man pictured the trip as a sort of excursion, and we would have to do, he said, would be to feed a few mules twice a day on the way over. He would pay us \$15 for the trip, and then he told us of the beautiful voyage with sea birds flying and porpoises jumping, and all that sort of thing.

return trip. The captain hinted, however, that that would be all right, anyway; he would see to it that we got back. On May 11 the Corinthia, Captain Campbell, sailed with 1400 mules on board. On the 15th we ran into the coast of Hayti."

Pratt told of the efforts to save the ship, and continued: "When they gave us up they had listed us over to 45 degrees. Nobody could walk on deck except with life lines, and the mules were tumbled down in heaps. We had to sleep on the slanting deck after tying ourselves so we would not slip down into the scuppers. The mules were dying by dozens, and the stench was awful. The sailors refused to work, and the cattlemen had to go down among the terrified animals and haul out the dead ones.

"In two days we threw overboard 200 dead mules. The vessel returned on the 27th, but the captain refused to take us off, as he thought the horrible stench might have bred yellow fever germs. We finally got natives to come out in boats and we began throwing the livestock overboard, which they would guide to the shore. We finished the job on the 29th, after having lost 500 mules by drowning. We cattlemen were then sent ashore, but our filthy condition from handling dead mules made the authorities herd us out in an open space surrounded by soldiers for a time, as it was thought we must surely breed yellow fever. On the 31st the 65 of us were put into three small sloops and sent to Aux Cayes. Then we were herded in a vacant house and slept on the bare floor, which was covered with vermin."

The men complain that the British and American consuls neglected them, but finally the latter got them steerage passage to the United States.

KEMPF RECALLED.

His Services Have Been Very Unsatisfactory to the Navy Department.

NEW YORK, June 29.-A special to the Tribune from Washington says: Admiral Kempf is expected to relieve Admiral Remy next Sunday and send him to Nagasaki or Che Foo, Official dissatisfaction with Admiral Kempf has been displayed frankly by all the authorities here.

The necessity for Admiral Kempf's speedy detachment, it is said at the navy department, has been apparent ever since it was learned that Flag Captain McCalla had gone to the front with Vice-Admiral Seymour's column, for it was well known to officials that without McCalla's constant advice the American senior naval officer could not be depended upon to meet grave emergencies involving discretion of a high order. Kempf has always been regarded as one of the finest sailor men in the service and as good a fighter as ever commanded a ship, but he was never proficient in diplomatic matters and was declared to be unsuited to represent the United States at a great gathering of the great naval powers on the most important duty that has fallen to any officer since the war with Spain.

The idea that Kempf was sent to Asia on account of special fitness was demolished at the time he was sent. His orders were simply the result of an effort of the navy department to induce him to go on the retired list voluntarily, and make a vacancy for promotions all along the line. Admiral Remy was chosen for senior in command in Asia on account of his special fitness.

After Admiral Remy, who was No. 5 on the admiral's list, was ordered to Asia last March, Admiral McCormack, No. 13 on the same list, was ordered as second in command. He promptly retired as he was expected to do. He rose a grade by retiring and also avoided what is really a captain's duty, the second in command of a fleet having no independence of action and therefore being humiliated below his actual independent flag officer's rank.

Then Rear-Admiral Day (No. 17) and Cotton (No. 20) were similarly retired to avoid duty as second in command. Then the same orders were given to Kempf, who was at the time in possession of the expediting desirable billet of commandant at Mare Island, where he was awaiting retirement. He was No. 15 on the list and would presumably decline an appointment that his juniors had just refused, but he astonished the department by accepting with alacrity and offering to sail the next day. The department had to make the best of the matter and therefore put McCalla, one of the most brilliant men in the navy, in command of Kempf's flagship, to equalize any deficiencies that might develop. Until McCalla left his post to march to the relief of the legations all was plain sailing, but since that time exasperation in Washington over Kempf's reports had steadily grown, each new dispatch making it more acute.

The failure to participate with the other admirals in taking the Taku forts requires a clear explanation from Admiral Kempf as soon as the present crisis permits a court of inquiry. Not one of the dispatches sent by the admiral in the last two weeks is clear in essentials. Superfluous words are common and in several instances single words have been omitted which would have been of great value to the government.

Last Sunday Admiral Remy was ordered to go to Nagasaki and codi the Brooklyn and be ready to relieve Kempf. Monday he was ordered to proceed immediately to Taku and assume command at once. The Brooklyn left Manila on Tuesday and will reach Taku Sunday and from that day the authorities will breathe easier.

DISPATCH RECEIVED FROM SEYMOUR

(Continued from First Page.)

planned by the British admiral, Lord Salisbury will now fall back, without doubt, upon the European concert, and the initiative will be taken by Russia. The American government, unlike the European powers, seems to lack its own mind, and this is a great advantage.

It provided a small contingent for Seymour's column, and another one was under fire with the Russians before Tien Tsin was relieved, but each was sent into China under definite instructions, and there was no engagement to do anything more than co-operate with other forces in the protection of life and the property of the foreigners. The American activity will end when its legation is safe and the lives and property of Americans in China are protected. There will be no intervention in Chinese political affairs, nor any participation in the partition of the empire. The European concert will be left to settle the question relating to the deposition of the empress, and safeguards against the dissolution of the empire.

The Japanese may be said to have saved the situation, and also to have clouded it with uncertainty. They have saved it by dispatching a large force of soldiers to China, and by preparing to mobilize 20,000 troops. They have imperiled it by a military occupation which is likely to be permanent, or to last until Russia is ready to agree to a scheme of participation by which Japan will profit largely.

There are many rumors of massacres of Christian converts and foreign merchants, but these simply prove that there is a state of childish panic in the seaboard towns, and that every wild story is believed by itching ears. The dispatches received by mercantile houses here from Shanghai are reassuring. The gravity of the situation has evidently been exaggerated in the last fortnight.

TRADE IN THE PHILIPPINES.

British Consul at Manila Reports Renewed Activity.

WASHINGTON, June 29.-The state department has received from United States Consul Halstead at Birmingham, England, an abstract of the annual report of the British consul at Manila concerning the trade and conditions in the Philippine Islands.

"The collapse of the insurrection last November," the British consul said, "and the opening of the ports since June 1 have restored confidence, and great activity in commercial quarters has ensued. Law and order are being restored as rapidly as possible, but the immense size of the country renders it a difficult task. The natives, I believe, would willingly return to their agricultural pursuits, but the influence of their leaders appears sufficiently strong to keep them from surrendering.

"The two well-known leading industries of Manila, hemp and tobacco, will, I fear, suffer severely for some time from the late insurrection. The natural indolence of the Filipinos will make it almost impossible to do work without the Chinese, and the Chinese labor question is one of great importance in the islands. There is a strong influence against the Celestials, for by their industrious habits they gradually obtain monopolies in all retail trade, but on the other hand, the Filipinos themselves have no energy and no commercial instinct."

BRYAN'S RUNNING-MATE.

Sulzer and Towne Grow Aggressive-Hill Gets a Roasting.

KANSAS CITY, June 29.-The "running mate" problem is as conspicuous as it was at Philadelphia and, at this distance, the guessing is fully as indescribable. There are plenty of candidates-men who want honor-and one does not hear so much about declinations as there were among the Republicans at Philadelphia. Aggressive men are Sulzer, of New York, and Towne of Minnesota.

George Fred Williams, a member of the national committee and a delegate to the Democratic convention from Massachusetts, arrived here today. Williams talked about ex-Senator Hill in a manner to indicate his entire disapproval of that gentleman as a vice-presidential candidate.

"What is Hill coming here for?" he asked, and then answered the query by saying, "for the sole and avowed purpose of trying to secure a modification of the platform of 1896. He ought to be here in sackcloth and ashes instead of trying to tell us what we ought to do."

CRUISER BEING SHEATHED.

Work Progressing on the Denver and Alabama.

PHILADELPHIA, June 29.-Work on the sheath protection of the cruiser Denver has been begun. Ninety per cent of the material to be used on the cruiser is already in the yard. The six cruisers of the Denver class will be 17-knot boats, and their chief peculiarity is that they will be sheathed with yellow pine, and coppered. The advantage of this construction is that the vessels will not have to be docked so often.

The battle-ship Alabama, approaching completion in the Cramps yard, will not be ready to start on her trial trip before August 1. All of her armor is now in the yard. The large guns are still to be put in place, and until this is done the turret tops cannot be completed.

Officers who will be assigned to the Alabama are anxious to have her completed, in view of the possibility of stirring times ahead in China.

BOUND FOR NOME.

Lately Appointed District Judge and His Staff Now at Seattle.

SEATTLE, June 29.-Judge Arthur H. Noyes, of Minneapolis, the newly appointed jurist for the second United States district of Alaska, comprising the St. Michael and Cape Nome districts, arrived in the city yesterday en route to his post of duty. He is accompanied by his wife and his official staff, as follows: George V. Borchsenius, of Wisconsin, clerk; C. E. Dickey, of Minneapolis, deputy clerk, and his wife and A. K. Wheeler, of Minneapolis, private secretary.

According to the intention of the department, Judge Noyes and his staff were to sail north on the United States revenue cutter McCulloch, but as that vessel has not yet returned, they will take the first outgoing vessel headed for Nome, so as to arrive at the earliest possible moment.

TENNIS TOURNAMENTS.

Pacific Coast Champions Will Take a Part in Each.

SAN FRANCISCO, June 29.-The hardy brothers, Samuel P. and Charles Sumner, double tennis champions of the Pacific coast, will enter all the important tournaments in the East this season. Their first tournament will be at Chicago, July 9, on the courts of the Kenwood Country Club, for the Western championship in singles. Next they will cross racquets at the open tournament at Magnolia, Mass. On July 23 they will enter the Eastern championship doubles and singles for the Longwood cup at the Longwood Cricket Club, Boston. On July 31 they will play at Newmarket, N. H., on the Hotel Wentworth courts. August 11 will find them at Newport, entered for the United States national championship.

DELMANTY WILL RETIRE.

Vacancy Will Cause a Promotion in Each Grade Below Commander.

NEW YORK, June 29.-Commander Delmanty, of the navy, confirms the report from Washington that he will be retired because incapacitated for service. This action operates to cancel the orders sending him to Manila, and he may remain governor of Sallee's Snug Harbor as long as the trustees of the institution care to retain him. Commander Delmanty's retirement causes a promotion in each grade below him, thereby affording a vacancy for one lieutenant of the two who would otherwise have been forced out of the service by selection on July 1 under the personnel law. Every effort is being made to secure one more retirement before next Sunday to save the remaining lieutenant. Two lieutenants were selected last week by the board of five admirals.

TRANSPORT FOR CHINA.

Grant Sails Sunday From San Francisco for Che Foo or Taku.

SAN FRANCISCO, June 29.-The transport Grant, which will sail Sunday for Nagasaki, and thence, it is believed, to Che Foo or Taku, will carry 800 men of the Sixth cavalry, which in addition to a hospital corps, made up at the Presidio, 200 recruits and 200 marines, will constitute the force going to China. The Ninth infantry and a signal corps from Manila, and the marines already in China, will complete General Chaffee's force, making 6,000 to 8,000 in all. Three surgeons will accompany the hospital corps. Acting Assistant Surgeon John T. Hallisey will have charge of the medical department on the transport.

NEW MANAGEMENT FOR S. P.

A Governing Committee Will Take Place of Weekly Meeting of Directors.

SAN FRANCISCO, June 29.-The directors of the Southern Pacific Company have named a governing, or executive committee, which will henceforth assume the management of most of the affairs hitherto entrusted to the full board. This will obviate the necessity of weekly meetings of the directors. The governing committee consists of President C. P. Huntington, D. O. Mills, Charles H. Tweed, John D. Probst and Edwin Hawley. General Auditor George T. Klenk, whose headquarters are in San Francisco, has been made assistant secretary.

NIPPON MARU IN TROUBLE.

No Foreign Steamer Permitted to Bring Passengers From Hawaii Here.

SAN FRANCISCO, June 29.-Complaint has been filed with the collector of the port by Surveyor Speer, against the Japanese steamer Nippon Maru, for violation of the shipping laws, the offense being the transportation of two passengers from Honolulu to this city. It is averred in the complaint that the steamer violated the act of congress declaring Hawaii a port of the United States, but taking passengers from one port of the United States to another port in the same country.

HEAVY MURDERER.

Pension Clerk Hanged at Washington for Murder of a Young Girl.

WASHINGTON, June 29.-Benjamin Hill Snell, 44 years old, formerly a clerk in the pension office, was hanged

today for the murder of 13-year-old Lizzie Wisenberger, with whom he was infatuated. Snell was the largest man ever executed here. When received at the jail August 7th last he weighed 296 pounds and measured six feet and six inches in height. Today he weighed 235 pounds.

SANTA FE AND S. P. DEAL.

Interchange of Tickets and No Rate Cutting.

SAN FRANCISCO, June 29.-The Chronicle says:

The Southern Pacific and Santa Fe roads have perfected a traffic deal that is designed to control effectually all the passenger business in California within the territory of the two companies. The main feature of this agreement, according to the Chronicle, are an interchange of tickets to San Joaquin valley points, no Santa Fe passenger trains to Los Angeles and no rate cutting.

SOLICITATION UNAUTHORIZED.

Those Collecting Funds for the Republican Campaign Were Not Sent Out by the Committee.

CLEVELAND, June 29.-Information has reached Senator Hanna that parties in New York and Philadelphia are soliciting and collecting funds for the Republican national campaign. Hanna desires the Associated Press to state that no one has been authorized by himself or the national committee to solicit or to receive money for the purpose named.

TRACKS WILL BE RAISED.

Pennsylvania Railroad Accepts Track Elevation Ordinance of Chicago City Council.

CHICAGO, June 29.-The Pennsylvania railroad has notified Mayor Harrison, through its law department, that the company will accept the track elevation ordinance passed by the city council on June 18. The acceptance means the elevation of 120 miles of railway track within the city limits of Chicago in the next two years at a total cost of about \$7,000,000.

SHARKEY WILL WED.

Celebrated Pugilist to Marry a Widow.

CHICAGO, June 29.-The Tribune says: Pugilist Tom Sharkey and Mrs. Lillian Bauer, will be married next week. Sharkey met Mrs. Bauer while in Chicago this spring. Mrs. Bauer is at present in New York, but will return to Chicago, accompanied by her future husband, for the marriage ceremony.

NAVY YARD REDUCTION.

From Eight to Twenty-Five Cents Per Day.

NEW YORK, June 29.-The reduction in wages at the Brooklyn navy yard

will be from eight to 25 cents a day in the following grades: Plumbers' helpers, blockmakers, brass finishers, tin roofers, wireworkers, pattern makers, tool makers and boiler makers. There has been an increase of about 25 cents for the wharf builders and ordnance men.

NORTHERN PACIFIC LOBBES.

Commission Decides Their Absorption of the St. Paul & Duluth Illegal.

ST. PAUL, June 29.-The state railroad commission today filed a notice with the Northern Pacific and St. Paul & Duluth railroads to the effect that after an investigation of the matter of the absorption recently of the latter road by the former they find such absorption and transfer to be illegal and void.

RYAN BESTS MAHONEY.

Six Rounds Prove to Be Enough for the Pennsylvania Boy.

CHICAGO, June 29.-"Syracuse Tommy" Ryan easily gained the verdict over "Young" Mahoney of Philadelphia, before the Fort Dearborn Athletic Club tonight, after six rounds of rather slow work.

OBITUARY.

One of the Best Known Lumber Men in Canada.

NEW YORK, June 29.-David Bell, formerly one of the best known lumber men of Canada, is dead at his home in this city, aged 79 years.

NEW COALING STATIONS.

WASHINGTON, June 29.-The navy department this morning received the maintain an ample supply of coal at convenient points for naval use in the event of serious trouble in the Orient.

SLAUGHTER HOUSES BURNED.

CHICAGO, June 29.-Two slaughter houses, occupied by Hess Bros. and Ruddy Bros., were destroyed by fire early today. Total loss, \$70,000.

IMPROVED SERVICE AND EQUIPMENT.

The new schedule of the O. R. & N., which went into effect April 22nd, shortened the time to Chicago 12 hours, and gives a double daily service between Portland and Chicago.

Train No. 2, leaving Portland at 9:15 a. m. is known as the "Chicago-Portland Special." Its equipment is new throughout, making it fully the equal of any train now in service from the Pacific coast to the East.

The "Overland Express" leaves Portland at 1:30 p. m. and furnishes complete service both via Huntington and Spokane to the East, together with the best of service to all local points on the O. R. & N. lines.

Don't forget to tell your wife occasionally that you still love her, or else, perhaps-well, there are others.

The bicyclist gets there with both pedals.

NEW ZEALAND FIRE INSURANCE COMPANY

Of New Zealand

W. P. THOMAS, Mgr., San Francisco.

UNLIMITED LIABILITY OF SHAREHOLDERS

Table showing financial details: Subscribed Capital \$5,000,000, Paid-up Capital 1,000,000, Assets 2,545,114, Assets in United States 300,000, Surplus to Policy Holders 1,718,792.

Has been Underwriting on the Pacific Coast over twenty-two years.

SAMUEL ELMORE & CO.

Resident Agents, Astoria, Or.

..The Esmond Hotel..

PORTLAND, ORE., FRONT AND MORRISON STS. OSCAR ANDERSON, Manager. J. C. PENDEGAST, Chief Clerk.

THE ASTORIAN...

Delivered at your office, store or residence, 60c per month.

LEA & PERRINS' Sauce

THE ORIGINAL WORCESTERSHIRE

Beware of Imitations

This signature is on every bottle

It is highly approved for the very agreeable food which it imparts to Soups, Fish, Game, Hot and Cold Meats, Salads, Welsh Rarebits, etc.

Lea & Perrins

JOHN DUNGAN'S SONS, Agents, New York.