

The Daily Astorian

EXCLUSIVE TELEGRAPHIC PRESS REPORT.

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ASTORIA, OREGON, SATURDAY MORNING, DECEMBER 8, 1894.

PRICE, FIVE CENTS.

The Chill Winds



Of Autumn presage the fiercer cold of winter. They are messengers of kind mother nature bidding us prepare for the hostility of the elements. They tell us to provide ourselves with comfortable overcoats and clothing. We carry a complete line of **Men's and Boys' Clothing, Furnishing Goods, Hats, Caps, Boots, Shoes, Trunks, Valises, etc.**

From 16 2/3 to 33 1/2 per cent less than elsewhere.

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TOYS.

The space that we gave for toys last year was not half large enough to accommodate the great gatherings and curious and pretty things for this holiday season.

That's why we've rented the store-room farther up the street and fitted it up as a reception room for the Dolls and Mechanical Toys and many of the other playthings that the little folks delight in. It's like a miniature fairyland to the tots.

You'll enjoy a stroll up and down the aisles among these ingenious bits. So would the children.

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ODDITIES
and
NOVELTIES
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CHRISTMAS.

Jewelry for less than
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GIFTS
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GOLD or
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Opposite the Occident.
ASTORIA, OREGON.

USEFUL
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BEAUTIFUL
CHRISTMAS
CARDS.

Come and see our stock
before purchasing
elsewhere.

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JUVANILE BOOKS,
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Columbia River Salmon

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Columbia River Pkg Co.	Astoria.	Cocktail.	Cutting Pkg Co.	San Francisco.
Elmore Samuel.	Astoria.	Magnolia White Star.	Elmore, Sanborn & Co.	Astoria.
George & Barker.	Astoria.	Encure Palm. Desdemona.	George & Barker	Astoria.
J. G. Magler & Co.	Brookfield.	tag, St. George.	J. G. Magler.	Brookfield Wn.
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STEAMSHIPS TO CHINA.

A Line of Oriental Steamers Almost Assured.

A FRENCH LINE IS AFTER IT.

Astoria Will be the American Terminus--Mercants of the Metropolis Promise Aid.

Astoria's future is brightening with each succeeding day, and it seems that since "the railroad" was made an assured fact by Messrs. Hammond, Bonner and associates, that everyone has turned an eye upon Oregon's Gateway City.

As things now stand, Astoria's chances for a direct steamship line to the Orient are very flattering, and the arrival and departure of great ocean steamers to and from China and Japan ports, long before the first sound of the locomotive is heard in this city, is more than likely. Representatives of four different steamship companies, now in Portland, are ready to close a contract to establish a line of first-class ocean going passenger steamships from here to Hong Kong and Shanghai, via Yokohama and Kobe.

Ever since the O. R. and N. Co. was divorced from the Union Pacific, Receiver McNeill has been working hard to induce some one of the great steamship companies of Europe to put on a line between Portland, Astoria and the far East. It has been a hard task, for it could not be understood by the steamship owners, who were not on the inside workings of the affair, just why the Upton line of steamships that formerly plied between here and Oriental ports, failed to pay expenses, and was finally forced to withdraw. Especially was this a black-eye to this port, when, during the same period the steamship companies over on the Sound were unable to take care of the immense traffic that was thrown their way. To those who know how the Union Pacific was trying to carry a double load on its shoulders, this was no surprise, for it was to that corporation's interest to discriminate in favor of the line running out of San Francisco, it has crippling the Upton line to the extent that it was finally forced to abandon the service altogether. The same steamships are now running regularly between Tacoma and China and doing an immense business.

Several days ago Mr. Lee, assistant to Receiver McNeill, and Mr. Campbell, general freight agent of the O. R. and N., were in this city, the latter gentleman made a statement to an Astorian reporter which, since the railroad is an assured fact, sounds significant. He was asked if there was any truth in the report that the O. R. and N. Co. were negotiating for a steamship line to the Orient, and answering, said: "Yes, it is the truth. Mr. McNeill has been working ever since the road came into his hands to secure a steamship line to Japan and China, and I have no doubt that he will accomplish the object which he started out to attain. It is of vital importance that the Columbia river have direct connection with the Orient, and at an early day, too."

"In the event that Astoria secures a railroad, to transcontinental connection, which will be the terminus for the steamship line, Astoria or Portland?" asked the reporter.

"It is my opinion that Astoria will always be the terminus for ocean steamship lines, after it is connected with the outside world by rail. This will be especially so regarding the Oriental steamers, for in these days of rapid transit and stiff competition, the port that can first get a vessel's cargo on board cars and started East, is the port that will catch the steamship lines. An hour to an ocean greyhound means a great deal when they are competing with other lines for business. It is my opinion that as soon as you have a railroad running from your city, the California steamers will all stop here instead of going on to Portland. By so doing we would be able to make train time to San Francisco."

The above conversation was held a day or two previous to the signing of the railroad contract by Mr. Hammond, and the following from the Portland Sun, would indicate that Mr. McNeill's efforts have not been without success.

The latest proposition received is from a French company, the second largest steamship corporation in the world, ranking second only to the North German Lloyd's in wealth and number of steamers. This company through the disruption of their service in the East, owing to the China-Japan war, have been forced to withdraw a number of their steamers from service, abandon-

ing the China, Formosa and Japan lines. Some of these steamers are now under charter to the Japanese government and being used as transports in the conveying of troops. The magnificent line owned by this company, operating between the Mediterranean and China, although not entirely suspended, has had several of its best ships withdrawn, rather than take chances of confiscation by the belligerents, through the carrying of some articles that might be declared contraband of war. It is these splendid steamers which the company propose sending to Portland, and as showing the appreciation of Portland shippers of the necessity of such a line, it may be stated here that the company's representative, almost unsolicited, has been offered a surety of \$5,000 tons of freight per month to leave this port via the new line. This freight will naturally consist principally of flour.

People generally do not realize the immensity of the Asiatic market. As a well-known flour exporter said yesterday to The Sun reporter: "It is bound to come; this city must have a steamship line to the Orient, and the time for its inception is ripe. Why, 15 months ago not a sack of flour was shipped from the Pacific Northwest to China or Japan but what was handled at Portland. Now, with the Northern Pacific line from Vancouver, B. C., and no line from Portland, the Asiatic trade has drifted from us. But this is the natural shipping center for China and Japan and with our resources and natural facilities for handling the trade, it can be recovered, and with the starting of this new line of steamers it can be brought back to us. The flour men, merchants and shippers of this city now realize the opportunity that was lost in allowing the Upton line to die through lack of patronage, and to a certainty this coming line will receive full and ample support."

The very fact that we have fresh water in our harbor is sufficient of a consideration to induce steamship owners to make this their terminal port, for the reason that a vessel lying in fresh water will leave on its outward voyage with a clean bottom, enabling the ship to make better time, and obviating the necessity and expense incident to going into dry dock.

"Again we have in abundance the two staple imports of China and Japan, flour and lumber, and it should be and will be that Portland is the greatest shipper of these two important exports."

As showing the magnitude of the China-Japan trade with the Pacific coast, there are at present four steamship lines operating and depending entirely on that traffic. The companies are the Northern Pacific Steamship Company, leaving Tacoma, three steamships; the Canadian Pacific Steamship Company, known as the "Empress" line, leaving Vancouver, B. C., three steamers; the Occidental and Oriental Steamship Company, of San Francisco, four steamers; and the Pacific Mail Steamship Company, of the same port, with the same number of ships. So heavy is the business transacted by these steamers that it was only by special favor a merchant in this city succeeded in securing 300 tons of freight to be sent on next month's Pacific Mail boat, it being impossible to procure shipment on any of the other lines.

Sunday last the Astorian published 1,000 extra containing the railroad contract and Engineer Schuyler's report on the plans and specifications of the proposed waterworks. So great has been the demand for this issue, that aside from our file, not a single remaining copy is left, and orders for several hundred copies remain unfilled. In order that the public may be supplied with papers containing these articles, which are being sent broadcast throughout the land, the Astorian will on Tuesday next publish an extra, containing not only the articles mentioned, but others that will make it a valuable paper to send away. Copies of this issue will be on sale in the Astorian's counting room after that date.

NOTICE.

The City Republican Committee in session assembled, learn with regret that some Republicans who are under many obligations to the party for favors extended, and some who are at present receding such favors, are actively engaged in trying to defeat the regular Republican nominees for councilmen; and

Be it resolved, that we denounce these Republicans for the action they are taking, and ask them for the sake of party harmony, to fall in line as all true Republicans should do and support the regular Republican ticket.

By order
The Republican City Committee.

SPECIAL ANNOUNCEMENT.

Queen's Carnival of Novelties will arrive in this city tomorrow on their way to San Francisco, and the manager of the opera house has prevailed upon them to give one of their entertainments tomorrow, Sunday, evening. The price of admission will be, chairs, 50 cents, gallery 25 cents; children, 15 cents.

THEY ALL LIKE IT.

What the Press Say of Astoria's Railroad.

THE BEHRING SEAL HUNTERS.

They Will Not Accept the Terms as Laid Down by the Owners.

The new railway project from Astoria, to a connection with the Northern Pacific at Goble, promises at last to become a reality. A contract was signed for its construction last week, by which A. B. Hammond, in consideration of a land bonus valued at about \$1,000,000, agrees to commence work on the road by April 1st. The fruition of this plan has long been labored for by the people of Astoria, and her commercial importance will be greatly enhanced by railroad transportation facilities.—West Coast Trade (Tacoma).

Mr. Ed. Stone, of Portland, has been in the city in the interest of Hammond & Bonner, the railroad men, who have just made a contract for a railroad from Astoria to Goble to connect with a Portland road. Mr. Stone has been investigating the Oregon Pacific in their interest for nearly six months. To the Man about Town, who met him today he spoke in the highest terms of the proposition, and believes the road when extended will mean much in the matter of Pacific Coast traffic. It has been generally thought on account of the Astoria contract, that Hammond & Bonner would not bid on the Oregon Pacific. Mr. Stone did not make any definite statement on the point. Another railroad man, though, gives the information that they will bid. They want the road. Other bids may be looked for according to the present prospect.—Albany Democrat.

For some months past an organization has existed in Astoria the object of which is to obtain railway connections, and Portland, for the first time in its history, has joined hands with Astoria to make a success of the project, which on Saturday last bore fruit in the shape of a contract between Astoria's railroad subsidy committee and Messrs. A. B. Hammond and E. L. Bonner, of Montana, with others, to build a railroad from Astoria to Goble, the station opposite Kalama on the Northern Pacific railroad.

Already a contract has been made with the Northern Pacific for the use of its tracks between Goble and Portland, and it is expected that a traffic arrangement will be made with the road to Tacoma. The contract specifies that the entire line shall be completed by October 30, 1896, on condition that the Astoria contractors furnish certain right-of-way subsidies and Messrs. Bonner and Hammond agree to spend at least \$50,000 a month in carrying on the work, which is to begin within four months from the date of delivery of the contract. If completed this line will give equally good facilities to Tacoma as to Portland.—Tacoma News.

Well, at last, we believe that Astoria railroad is to be built. It has been talked about a long time, and it is certainly gratifying to know that hereafter we are to have something besides talk and promises in this connection.—East Oregonian.

In conversation with a railroad official who has familiarity with the contract for the building of the Astoria railway, from a connection with the Northern Pacific railroad, The Telegraph reporter learned yesterday that it is the intention of the company to unload the building of the road upon a construction company. The contract in question, it is understood, contemplates the placing of headquarters in Astoria, at which place all disbursements must be made. The estimated cost of the road, including the purchase of the Seashore road, running from Young's bay to Clatsop beach, will be about 2,000,000. The contract calls for the completion of the line from Astoria to Goble within 23 months. It is understood that the work

however, will be completed within a year from the time of commencement. There seems to have been no definite date fixed in the stipulations for the commencement of the work. It is thought, however, that operations will commence next spring, possibly the first of March. The survey has been made and the line agreed upon, and nearly all the right of way secured.

The contract, in addition to the construction of the railroad, contemplates the erection of a magnificent railroad hotel, the introduction of manufacturing industries, and the creation of extensive docks, elevators, saw mills, and planing mills. The dockage improvements, aside from the railroad construction, are to be the greatest work. One pleasant feature of the construction consists in the fact that the money for the purpose is well in hand.—Seattle Telegraph.

Hunters' wages for the sealing season of 1895, says the Victoria Colonist, was the subject of discussion at a well attended meeting of the hunters themselves yesterday afternoon. Of course the decision of the owners last week to pay a one-fifth lay and to pay only on actual realizations was thoroughly threshed out, the hunters claiming that with an average selling price in London of \$10 a skin the vessel owners can well afford to give the hunters—who face the danger and do the hard work in order to give Miss Fashion her seal-skin sacque—at least \$3. A great majority of the hunters announced their minds already made up on the one point—that they will not accept one-fifth on the lay. They have traded ashore at which they can do better than that they say, and as landmen they have a hundred comforts to one at sea. It was finally decided that a committee of hunters should wait upon the owners today and present their side of the case. The hunters are willing to accept one-half lay, and pay their assistants, boat-pullers and steers out of their own pockets, thus greatly reducing the financial responsibility now borne exclusively by the owners. Speaking about the matter last night, one sealer said: "We are willing to suffer with the owners to any reasonable extent, but we must live. I know that poorly cured skins seriously affect the London sales, and were it not for this many of the owners would be ahead financially for last year's sealing operations, or at least would be as no loss. I do not know exactly what the Indian hunters are asking this year, but I hear it is \$5 a canoe. The Indians will not willingly submit to a cut in their wages this year, and it will take much persuasion to make them do so at all."

After the absence of three weeks the steam schooner Thistle, Capt. Langley, came into Victoria Wednesday morning with about a ton of halibut. This is all that was left of the big cargo she brought down from the newly developed halibut fishing grounds in an archipelago about twenty miles to the southwest of the Skeena river. The bulk of the cargo, amounting to four carloads, was shipped from Vancouver to Boston and Chicago via the C. P. R. For shipment the halibut are cleaned and then placed in boxes, limited to 500 pounds capacity, with a moderate amount of ice. The number of fish to the box can easily be estimated when it is stated that the halibut averaged 150 pounds each. Though three weeks on her initial trip, the Thistle was by no means all this time securing her cargo, as it took her eight days to reach the fishing grounds and three more to return. Going north she had the old Isabel in tow, and as the weather was extremely rough her speed was greatly retarded. It took only about four days for the entire cargo of halibut to be caught. The small fishing boats—thirteen in number—which the Thistle also took North with her, secured as high as 100 fish in one day, working in from thirty-five to fifty fathoms of water. The weather, fortunately, was fine. The Thistle was all Wednesday taking ice and box lumber aboard preparatory to returning North Thursday. She will be a short time away next trip, as a cargo is expected to be awaiting her.

THE WIRES DOWN.

During yesterday's storm the Western Union wires between this city and Portland became disabled, and up to this morning the break has not been repaired—hence the absence this morning of the Astorian's usual telegraph report. Manager Overbeck thinks the line will be in operation before noon.

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

Royal Baking Powder

ABSOLUTELY PURE