

TODAY'S WEATHER. For Washington and Oregon Fair weather cooler.

The Daily Astorian

The ASTORIAN has the largest LOCAL circulation, the largest GENERAL circulation, and the largest TOTAL circulation of all papers published in Astoria.

EXCLUSIVE TELEGRAPHIC PRESS REPORT.

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ASTORIA, OREGON, THURSDAY MORNING, AUGUST 8, 1895.

PRICE, FIVE CENTS

Lubricating OILS A Specialty. Fisher Brothers, Sell ASTORIA, Ship Chandlery, Hardware, Iron & Steel, Coal, Groceries & Provisions, Flour & Mill Feed, Paints, Oils, Varnishes, Loggers Supplies, Fairbank's Scales, Doors & Windows, Agricultural Implements Wagons & Vehicles.

B. F. ALLEN, Dealer in

Wall Paper, Artist Materials, Paints and Painters Supplies, Glass, Mouldings, Japanese Mattings, Rugs and Bamboo Goods

Contractor for Fresco Painting, Paper Hanging, Etc. 765 Commercial Street.

Snap A Kodak at any man coming out of our store and you'll get a portrait of a man brimming over with pleasant thoughts. Such quality in the liquors we have to offer are enough to PLEASE ANY MAN. Come and Try Them. HUGHES & CO.

IS THERE?

Is there a man with heart so cold, That from his family would withhold The comforts which they all could find In articles of FURNITURE of the right kind. And we would suggest at this season, nice Sideboard, Extension Table, or set of Dining Chairs. We have the largest and finest line ever shown in the city and at prices that cannot fail to please the closest buyers. HEILBORN & SON.

ASTORIA IRON WORKS Corner 5th St., foot of Jackson, Astoria

General Machinists and Boiler Makers Land and Marine Engines, Boiler work, Steamboat and Cannery Work a Specialty. Castings of All Descriptions Made to Order on Short Notice. John Fox, President and Superintendent A. L. Fox, Vice President O. B. Prael, Secretary

They Lack Life There are twins sold to fishermen on the Columbia river that stand in the same relationship to Marshall's Twine as a wooden image does to the human being—they lack strength—life—evenness—and lasting qualities. Don't fool yourself into the belief that other twines besides Marshall's will do "just as well." They won't. They cannot.

C. J. TRENCHARD, Agent Wells, Fargo & Co. and Pacific Express Co. HOME AND PHOENIX INSURANCE CO'S. Custom House Broker and Commission Merchant. 503 Bond Street.

Kopp's Beer Hall. Choice Wines, Liquors and Cigars. KENTUCKY WHISKEY Only bottled over the bar. The largest glass of N. P. Beer, Half-and-half, 5c. Free Lunch. Chas. Wirkkala, Proprietor. Cor. Concomly and Lafayette Sts.

THE THOMAS MOKKO, The blacksmith whose shop is opposite Cutting's cannery, is now prepared to do such odd jobs as making new cannery coolers, repairing old ones, making new fish boat irons, and repairing old ones, and all other blacksmithing that requires first-class workmanship.

PACIFIC COMMISSION COMPANY. Brokers and Commission Merchants. Consignments Solicited of Poultry, Eggs, Butter, Fruit, Flour, Feed, Grain, etc. Returns Made Quick. Goods Sold at Wholesale. No. 122 Twelfth St. Astoria, Or.

NATURAL ADVANTAGES!



With a map, any schoolboy in Astoria can show you the advantages of this city as the seaport of the Northwest Empire. And any boy in this city can show you that a Cash Business House without unnecessary expenses has the advantage in selling Men's and Boy's Clothing, Furnishing Goods, Hats, Caps, Boots, Shoes, Trunks, Valises, Etc.

I. L. OSGOOD, The One Price Clothier, Hatter and Furnisher. 506 and 508 COMMERCIAL STREET, ASTORIA, OR.

A NEW STOCK!

Fishing Tackle, Baskets, Flies, Rods, etc. Baseballs, Bats Masks, Gloves, Mitts, etc. Croquet sets, Hammocks, Lawn Tennis Balls, Bird Cages, Garden Sets, Children's Carriages and Iron Wagons.

Come and See Us Griffin & Reed.

NEW GOODS ARRIVING DAILY!

Dry Goods, Clothing, Hats and Shoes. All direct from the manufacturers. Call and see our shoe stock. New Lines of Ladies', Gents' and Children's Shoes-- Men's Congress Shoes \$1.50 Men's Congress Shoes \$2.00 Men's Police Shoes \$3.00 Men's Kangaroo Shoes \$3.50 The Best Values Ever Known. Inspect our clothing stock. We have full lines of Men's, Youth's and Boy's Suits. Men's suits ranging from \$5.00 up to \$15.00. Every one of them a genuine bargain. We XL in Hosiery, Underwear, Hats, Caps, Trunks, Valises, Blankets and Comforters, White Shirts, Collars, Cuffs, Suspenders, Etc.

OREGON TRADING CO., 600 Commercial Street.

THREE LOTS. In a desirable location, 2 blocks from High School. A BARGAIN.

CHOICE LOTS IN HILLS FIRST ADDITION. On the new Pipe Line Boulevard—Just the place for a cheap home.

A Block IN ALDERBROOK. STREET CAR LINE will be extended this summer to within 5 minutes walk of this property—Will sell at decided bargain.

ACREAGE. In 5 or 10 acre tracts inside the city limits, also adjoining Flavel. GEORGE HILL.—471 Bond St., Occident Block, HILL'S REAL ESTATE EXCHANGE.

FOARD & STOKES CO. North Pacific Brewery JOHN KOPP, Prop Bohemian Lager Beer And XX PORTER. Leave orders with J. L. Carlson at the Sunnyside Saloon or Louis Boentge at the Comopolitan Saloon. All orders will be promptly attended to. Picnic Canned Goods, Tents, Camp Stoves, Camp Cooking Utensils, Baskets, And the latest All-Wool Sleeping Bags At all prices. Just the thing for campers, prospectors, etc. Sure to keep warm at nights. Better than blankets.

MUSIC HALL. KEATING & CO will open their Music Hall at 39 Astor street, Saturday the 16th. They will keep numberless good liquors and cigars besides having good music all the time.

ASTORIA PUBLIC LIBRARY! READING ROOM FREE TO ALL. Open every day from 3 o'clock to 5:30 and 6:30 to 9:30 p. m. Subscription rates \$3 per annum. Southwest cor. Eleventh and Duane Sts.

A RACE FOR POINTS

Opposing Interests of Northern Pacific Meet in Seattle.

MAJOR McNEILL GETS THE PLUM

O. R. & N. to Be Sold and Reorganized—Sugar Bounty Question Argued.

Seattle, August 7.—The anti-Hill stockholders and bondholders of the Northern Pacific railroad have made a move that promises to block the Great Northern in its efforts to gain control of the Northern Pacific. Today on an affidavit of Brayton Ives, President of the Northern Pacific, a motion for the removal of the receivers, Thomas F. Oakes, Henry C. Payne, and Henry C. House, was made by Sias W. Pettit, general counsel of the Northern Pacific. In the United States circuit court. Pettit arrived in this city last evening after a hurried trip from New York. He made every effort to keep his whereabouts concealed from his opponents, and checked his baggage at Helena, Mont. The receivers, who knew he had "gone west," suspected a new move and, after numerous attempts, located him after he had a forty-eight hours' start. The proceedings taken today is the culmination of a most exciting chase across the continent, for C. E. Bacon, assistant general counsel for the Northern Pacific, which headquarters at St. Paul and ex-Senator Spooner, are now rushing across the continent and will reach the Sound tomorrow, while Receiver Payne is a short distance behind, flying along on another special train. The petition and order to show cause resulted in Judge Hanford setting the hearing for Friday. At that time representatives of all the interested parties will have arrived. The reason for bringing the proceedings in the United States court at Seattle is that the Northern Pacific, terminating there, has more property in Washington than any other state. Ives' affidavit sets up that the receivers of the company were appointed by Judge Hanford as ancillary to the appointment of receivers by the circuit court of the eastern district of Wisconsin. He is informed that the local court made the appointments without exercising its independent judgment. He alleges that no part of the railroad or land grant of the Northern Pacific was, or ever had been, situated within the eastern district of Wisconsin, and that at the time of the appointment the circuit court of the eastern district of Wisconsin had no jurisdiction and says that no decree made by the Wisconsin court with respect to the management of the Northern Pacific property could then, or now, be carried into effect within that district. Allegations of mismanagement are also made.

O. R. and N. TO BE SOLD. Portland, Or., August 7.—The mortgage of the Farmers' Loan and Trust Company against the Oregon Railway and Navigation Co. was ordered foreclosed today by Judge Bellingier in the United States circuit court. This will cause a sale of the entire property of the O. R. and N. Co. and a complete reorganization of its affairs. The mortgage is for \$12,565,000, with interest from December 1, 1893. The property will be advertised for sale one month. Suit for foreclosure was commenced by the Farmers' Loan and Trust Company against the O. R. and N. Co. in June, 1894, when the O. R. and N. was under the control of the Union Pacific by lease. The result of the suit was a receivership and Edwin McNeill was appointed receiver in the interests of all concerned. The suit was brought about by the default of the Union Pacific to pay two interest coupons of the O. R. and N. Co. due to the Farmers' Loan and Trust Co. amounting to \$1,250,000. It is understood that the foreclosure proceedings ordered today will result in a reorganization of the O. R. and N. Co., and that the road will be bought in by the Farmers' Loan and Trust Co., taken out of the hands of the receiver and placed in the hands of duly elected officers of the road. It is generally understood that Mr. McNeill will be made general manager and probably president of the road. Under his management the road has made considerable profit; above running expenses and the stockholders will recognize his ability by placing him at the head of the road.

SUGAR BOUNTY. Arguments Before the Comptroller by Manderson and Caffrey. Special to the Astorian. Washington, August 7.—The hearing before Comptroller Bowler upon the question of the constitutionality of the sugar bounty appropriations made by the last congress for the crops of 1893 and 1894 began today. Ex-Senator Manderson, of Nebraska, who made the first argument, said that the interest under consideration was one of great importance, not only to his state, but to the entire United States. The bounty provided for in the law was a plan of government reward for export-

ments in sugar production, to the extent of two cents a pound. It was a solemn contract for a term of years and the producers had a right to rely upon it. The state of Nebraska, he said, had gone to great expense in establishing experiment stations for the purpose of teaching the people how to grow beets. He characterized the repeal of the bounty law as an unjust and most unlawful exercise of the congressional prerogative and referred to it as a bunco process. Senator Caffrey asked Manderson whether it was not true that the Republicans had voted for the bounty as a reasonable measure, and not as going to establish the bounty principle, to which Manderson said was the case. Citing precedents, Manderson referred to the opposition made by the federalists to the purchase of Louisiana territory and said "suppose we should then have had an official who would have assumed to nullify that act by refusing to pay out the money appropriated? He would have been a spectacle for God and man. I thank God it was not decided against the purchase and I hope we may go on acquiring and purchasing until we get Hawaii and Cuba and other outlying strips of zone by territory towards which we have been looking with longing eyes." The senator contended that as to the constitutional question there was no discrepancy between encouraging industry by granting bounty, and imposing protection duty. The case will be continued tomorrow.

CENSUS REPORT. Washington, August 7.—Carroll D. Wright, United States commissioner of labor, has forwarded to the secretary of the interior his report on the operations of the 11th census during the fiscal year of 1894-95.

The report places the total cost of the census up to date at \$10,331,142. The appropriation now available will be enough to finish all the work except the final printing and binding. The chief cause of the delay has been on the schedule of the population volume. Great care has been taken to eliminate errors. The only other parts remaining uncompleted are the vital statistics, part of the compendium and the second edition of the abstract and statistical atlas. Wright hopes that the whole work will be completed and given to the public before the end of the present calendar year. The seven volumes of the report, giving the names of the veterans of the war, their rank, services and present address have been turned over to the pension office. These returns will be of great value to soldiers wishing to complete their claims.

NEWSPAPERS VINDICATED. Washington, August 7.—The assistant attorney general for the post-office department has rendered a decision in regard to the puzzle device employed by newspapers to increase circulation.

The Chicago Times-Herald has been awarding bicycles to girls and boys who would cut out and paste together and name correctly disarranged fragments of portraits of people notable in political circles, drama or war. To this Chicago's postmaster objected, on the ground that the scheme was a lottery. Mr. Kohlman, owner of the Times-Herald, called at the department yesterday and asked for a ruling. Judge Thomas decided that if the awards were by merit and not by chance, it was not a lottery but on a par with the award of prizes in school or college.

MOB BENT ON LYNCHING. Hennessey, O. T., August 7.—A mob of several hundred people assembled around the county jail at Klingfisher this morning for the purpose of lynching the four members of the Doolin-Dalton gang or outlaws, who have terrorized this portion of the territory for years past and committed robberies and murders all over Oklahoma.

Sheriff Burchett had assembled twenty-five deputies who were armed to the teeth and the mob, not having a leader after a speech by the sheriff giving them warning that if they approached the jail the posse would fire, suddenly dispersed.

BASE BALL SCORES. Pittsburgh, August 7.—Pittsburg, 15; St. Louis, 1. Cincinnati, August 7.—Cincinnati, 6; Chicago, 5. New York, August 7.—New York, 9; Washington, 3. Philadelphia, August 7.—Baltimore, 7; Philadelphia, 6. Cleveland, August 7.—Cleveland, 14; Louisville, 3. Second game—Cleveland, 5; Louisville, 3.

MURDERED IN COLD BLOOD. Terkville, Col., August 7.—James Clark a Rio Grande detective, ex-town marshal and ex-deputy sheriff, was murdered while walking down the street in company with "Mexican Sam," early this morning. The assassin was hidden between two buildings and when Clark was within fifty feet of him he jumped out with a Winchester and fired. The assassin escaped.

SUICIDE IN NEW ORLEANS. New Orleans, August 7.—Eugene Lamont, a wealthy cotton broker, suicide here tonight by shooting himself through the right temple with a 6-calibre revolver, producing instant death. Cause financial trouble.

THE TIMES TEND TO

The Consolidation of Great Business Interests and

RAILROAD COMPANIES ARE

Seeking to Cut Down Expenses by Amalgamation of Lines and Lessening of Pay Rolls.

Consolidation, amalgamation and the union of large interests in all lines of business seem to be the order of the day, particularly in railroad circles. Under present conditions of business unity of interest and economy of management are absolutely necessary. There is, however, a limit to which great corporations can go, beyond which the rights of the public are jeopardized and must be protected. The consolidation of parallel and competing lines of railroad is contrary to public interest and public policy, when by such consolidation proper competition and balance of power are wiped out of existence. On the other hand, the joining of collocated lines into one system or transportation whereby better service and cheaper rates are furnished is legitimate and commendable. Two great projects, illustrating both kinds of combination, are now on the carpet. The one, the consolidation of the Great Northern and Northern Pacific, about which much has been said, seems not to be for the best interests of the public, and it is very doubtful if it will succeed. The other, the joining of collocated lines into one system or transportation whereby better service and cheaper rates are furnished is legitimate and commendable. Two great projects, illustrating both kinds of combination, are now on the carpet. The one, the consolidation of the Great Northern and Northern Pacific, about which much has been said, seems not to be for the best interests of the public, and it is very doubtful if it will succeed.

Mr. J. Pierpont Morgan, who is the advisor of the Vanderbilt interests is said to hold the key to the situation just now, and he is reported to be not at all in accord with Mr. Hill. Mr. Hill's proposition to the reorganization committee was practically that if he could control the system, he was willing to agree to pay the bondholders under his reorganization scheme the sum of \$5,250,000 per annum. But just about the time the details of his proposition became generally known, the Northern Pacific people found that their net earnings for the past fiscal year had, in spite of the hard times, run up to the handsome figure of nearly \$6,000,000. And when the general revival of the times was considered, a great wheat crop being harvested in the northwest, making a big tonnage for the road to haul, the resumption of mining activity in Montana, of the lumber and shingle industry in Washington and Oregon, of other industries, and the improvement of the passenger facilities, the Northern Pacific officials felt safe in assuring the receivers that the net earnings for the next fiscal year would be at least \$7,000,000. Of course, Mr. Hill's offer of \$5,250,000 or \$5,500,000 could not be considered after this earnings statement had been presented.

Mr. Hill's first project for overcoming the Minnesota statute mentioned, it is currently believed, was to organize a new company to build a short north and south road connecting at some point on the main line of the Great Northern with that of the Northern Pacific. Then through this company he would simultaneously purchase in the name of the company a controlling interest in both roads.

There is a bit of interesting history connected with that Minnesota railroad statute which has not yet been told in print. The law was drawn many years ago by ex-Senator Spooner, of Wisconsin, who is now special counsel for the receivers of the Northern Pacific. Spooner was then attorney for the Northwestern and Northern Pacific railroads and wanted to consolidate it legally with his own system, so Spooner was sent to St. Paul to procure the necessary legislation. He drew a bill in two sections. The first section permitted any railroad to consolidate with any other road which was an extension of its own line. In order to get this through the legislature without any trouble, Mr. Spooner added the second section, prohibiting any road from consolidating with any parallel or competing road. The bill went through smoothly, and now, after 20 years, it turns up to block the way of Mr. Hill's ambition.

Of the other class of railroad combination is the proposed traffic union between the Pennsylvania Company and the Chicago, Burlington and Quincy Railroad. The most prominent railroad men in Chicago think there is good reason for the report of an amalgamation of the Pennsylvania and Quincy systems though on a greatly modified plan. The physical situations and commercial interests of these systems justify such a report and statements of President Roberts, of the Pennsylvania, two years ago, seem to confirm it. In his annual report for the year ended December 31, 1893, he said that when the Vandavia line, which runs from Terre Haute, 174 miles to St. Joseph and another to East St. Louis from Indianapolis, was completed the Pennsylvania or "Pashandle," which strikes it at Leopansport and Terre Haute, would enter into some close arrangement for mutual traffic interests. Continuing, President Roberts said: "For the purpose of securing a more direct connection between its southwestern lines and the Chicago, Burlington and Quincy, and other western railways, this company acquired the ownership of a majority of the stock of the Toledo, Peoria and Western, 231 miles long. Negotiations are now pending with the Chicago, Burlington, and Quincy for such joint ownership and management of this property as will be to the mutual interest of both companies and enable them to take advantage of its important geographical position." The scheme of having the biggest and only strictly transcontinental line in the United States, it will be seen, occurred to the Pennsylvania people long ago. Physical and geographical difficulties have now been removed, and the scheme seems about to be consummated. The most that can be said for the new deal is that it will be one of the most intricate traffic arrangements ever tried, if reports and indications count for anything, and will have an important influence on transcontinental traffic.

The outcome of both these great schemes will be watched with the greatest interest by the shipping public as well as all railroad men.

ALL TANGLED UP. Durrant May Get a Change of Venue Special to the Astorian.

San Francisco, August 7.—The Durrant murder trial is all tangled up and may result in the defense securing a change of venue. Juror Walter S. Brown is said to be opposed to convicting on circumstantial evidence. Charles P. Nathan, another accepted juror, has a record for objection to the death penalty in cases of circumstantial evidence. In view of these matters it is said that when twelve men shall have been chosen as jurors the district attorney may ask leave to challenge the two jurors.

Major McNeill and T. B. Wilcox arrived from Portland Sunday morning, says the E. O., and here met W. D. Tyler. The party boarded a special car and left for a tour of inspection over the W. and C. R. Co.'s line. Major McNeill is receiver and general manager of the O. R. and N. Co. Mr. Wilcox is president and manager of the W. and C. R. Co., and Mr. Wilcox is vice-president of the latter road. The appearance of these railway officials in Pendleton and the trip they took together over the W. and C. R. lines gave rise to much gossip concerning the object which was sought. There have been published a number of statements regarding intended traffic arrangements between the two roads, and many have gone so far as to say that the O. R. and N. Co. contemplated buying the other road. The reasons for such a move are said to be that it would give the Oregon road control of the great wheat section here, and in the country north of here and increase the carrying business immensely. There was no statement made by any of the party, who said they were only going over the line to inspect it and look up the promised business for the fall.

The editor of the Mora Observer, after a personal visit to many localities, says the Sherman company harvest is real on. He adds: "While there may be truth in the unfavorable reports from the dry weather in Umattila, Morrow, Grant and large portions of Baker, Union, Wallawa and Malheur, we insist that Sherman be left out of that schedule. Altogether here the outlook is bright and the prospect of good prices cheering."

"How foolish," says the Albany Democrat, "for Mr. Bentley to tell people about Oregon's credit being injured by the confirmation of the O. P. sale. Oregon's credit is all right. That scheme did not work before the supreme court, nor will it show here."

Wes Anthony, a well-known young sealer of the Upper Methow valley, near Winthrop, was dragged to death Sunday, July 5. While lassoing a wild horse the rope became coiled around his arm, and he was jerked from the saddle. He leaves a young widow.

The Pendleton East Oregonian thinks both Mr. Herndon and Mr. Ellis will next year "have the fight of their political lives, and will be compelled to make those fights in the conventions." "We shouldn't wonder," adds an upriver contemporary.

The Albany Democrat, after quoting the Astorian's comment on Mrs. Van Duane's railroad police, says "there ought to be some live dancing called out by the police, to obtain which Astoria people have invested a couple of million dollars."

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

Royal Baking Powder ABSOLUTELY PURE