

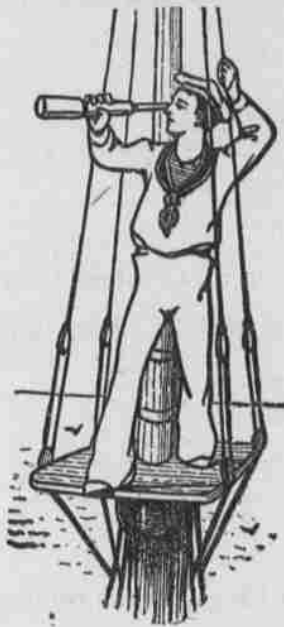
# The Daily Astorian

VOL. XLIV, NO. 195.

ASTORIA, OREGON, WEDNESDAY MORNING, AUGUST 21, 1895.

PRICE, FIVE CENTS

## ON THE LOOKOUT!



It is well always to be on the lookout. It has often been said that "there are tricks and tricksters in all trades," which makes it essential while buying goods to go to a first-class One Price House, where goods are marked in plain figures and sold for cash under a low expense direct from the manufacturers, and which does not employ "Boosters," "Cappers," "Runners" or "Puller-ins" at an extra expense of 25 per cent. to the price of your **Men's or 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.

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.

## ROSS HIGGINS & CO. ASTORIA PUBLIC LIBRARY

**Grocers, and Butchers**  
 Astoria and Upper Astoria.  
 Fine Teas and Coffees, Table Delicacies, Domestic and Tropical Fruits, Vegetables, Sugar Cured Hams, Bacon, Etc.  
 Choice - Fresh - and - Salt - Meats.

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.



EVERY ONE NEEDS A BUSINESS EDUCATION. Many young men and women can spend but one or two years at school—why not take a course that can be completed in that time? The college includes a short ENGLISH COURSE besides a BUSINESS and SHORTHAND COURSE. For catalogue address, 414 YAMHILL ST. - HOLMES BUSINESS COLLEGE, - PORTLAND, OR.

## THE DEFENDER AGAIN

Makes a Trial Trip With the Vigilant.

RESULT NOT SATISFACTORY

Rigging Damaged by a Stiff Breeze—Gold Reserve Statement—Indian Troubles.

New York, August 20.—The first formal trial between the Defender and the Vigilant to give the America's cup committee an opportunity to decide which boat should be the one to defend the cup, was held today outside of Sandy Hook in the same waters that the cup race will take place in, but ended very unsatisfactorily.

The yachts raced not only to give the committee a line on them, but also for the cup that John Jacob Astor offered to the winner of seven days' races that the committee should order. The winner of the cup, however, will not necessarily be the Defender of America's cup. One boat might beat the other three times straight and yet the America's cup committee will have the absolute power and discretion in picking the defender. The committee might ignore these trial races altogether if they so choose to do. It is believed by yachtsmen that the committee ordered the trial races more in the hope that they would see the Defender in a good stiff breeze, if not a hard wind, a condition of things in which she has not had the opportunity of displaying her power.

The yachts very near having the desired view today, but they were forestalled by an accident that prevented the Defender from really showing what she could do in a breeze that went over the water probably at the rate of 20 knots an hour. The breeze stirred up her rigging so much and played such havoc among it that it looks to be loosened to a material extent up toward the mast-head and caused such damage that the Defender had to withdraw or take a liberal chance at carrying away her topmast. It was afterwards found that the slackening up of the rigging was so extensive that the yacht would not be able to compete in the second trial races for a week. The committee decided tonight that the next two trial races would take place on Tuesday and Wednesday next week.

It is a mystery to yachtsmen, especially those who have given the closest attention to the racing of boats, why the Defender's stays weakened under a breeze which enabled her to still carry her club topsail which she did when she stopped, and continued to do, all the way up the bay to her anchorage off Bay Ridge.

### GOLD RESERVE.

Washington, August 20.—The gold reserve today prevented the gold reserve from falling to the level of \$200,000,000. About 2 o'clock the treasury department was informed that \$2,850,000 in gold had been withdrawn for export from the sub-treasury in New York. As the gold reserve at the present time is \$200,000,000, it is estimated that the withdrawal would have reduced the reserve to \$197,150,000. A few minutes afterwards, however, Acting Secretary Curtis received a telegram saying that J. Pierpont Morgan, of the syndicate, had deposited \$2,850,000 in gold in exchange for greenbacks. This deposit swelled the reserve to \$199,777,148. Officials at the treasury department display no apprehension as to the gold reserve, and intimate that the syndicate will continue to make deposits to offset the withdrawals. But they decline to express their reasons for the belief.

The question raised constantly is as to the pledge under which the syndicate is making these deposits and the period covered as well as the ability of the syndicate to continue to protect the reserve. But little light can be shed on this question, however, as it is said that probably only two government officials, President Cleveland and Secretary Cass, know the unwritten part of the agreement made by the syndicate which secured the last issue of bonds. The syndicate has so far voluntarily deposited about \$3,000,000 in gold. The manner in which the syndicate has accumulated the gold which it has voluntarily exchanged at the treasury department for greenbacks is not absolutely known. The syndicate does not make public its operations but at the treasury it is believed that most of it is obtained by giving exchange on San Francisco and by buying bullion checks. The circulation of San Francisco is practically all gold.

### DELEGATES GOT ANGRY.

Denver, August 20.—The educational section of the American Pharmaceutical Association continued its sessions today. The delegates grew bitter and even extremely personal in the discussion of the question whether practical experience ought to be required of a graduate of pharmacy. The newer school of education maintained that nowadays students put in their time solving puzzles and soda water learning nothing whatever about prescription work. Finally the matter was tabled without any declaration on the subject.

### JACKSON'S HOLE TROUBLES.

Washington, August 20.—The question of what action should be taken by the government in regard to the killing of the Bancock Indians in the Jackson's Hole country on July 13 has been referred to the department of justice. It is understood that a communication on the subject was forwarded there today which recites the circumstances in the case, and ends with a strong recommendation for an investigation by the department. It is understood that the attorney general will send special agents to Jackson's Hole and that the services of In-

## THE GREAT REGATTA

Weather Still Keeps Perfect and Everything Is Gay.

ASTORIA IS FULL OF VISITORS

Today's Racing Will Include Some Splendid Bursts of Speed Among the Boats.

Yesterday proved to be another beautiful regatta day, though for several hours in the early morning everything looked dull and gloomy, with a very light east wind and a mist that all over the river. At a little after 10 o'clock, however, the breeze freshened up, blowing from a southerly direction, and soon began to get done enough to make a good picture, and besides the water rippled up so much that it was hardly possible to hold a tripod still for a moment. The Columbia's officers and guests were "snapped" in good style during the afternoon. The government survey steamer Lincoln took a day of her sounding work and carried a large number of Astoria's ladies and gentlemen to several points of interest in the afternoon. Both organizations rendered some excellent music, which was greatly enjoyed. Indeed, the general complaint seems to be that the regimental band does not play often enough, and it would possibly help matters on the wharves a little if its members were willing to be a little more generous in the matter of music. The following is a list of the races that will be run today:

**First race—Single scull shell; medal.**  
**Second—Double pleasure towing boats; cup.**  
**Third—Gullotine launches; 50.**  
**Fourth—Sloops, 20-footers, three to enter; 100.**  
**Fifth—Sloops, 20-footers, three to enter; 150.**  
**Sixth—Sloops, three to enter; first, 150, second 25.**  
**Seventh—Sloops, canny tenders, 50.**  
**Eighth—Footrace, 150 yards, free for all.**  
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### DEMOCRATS IN SOUTH CAROLINA.

Columbia, S. C., August 20.—Very full returns from thirty-five counties of South Carolina show that Democratic nominees to the constitutional convention in every county have been elected with a few exceptions. The reform Democrats will have large majorities in the constitutional convention which insures the making of a constitution that will largely eliminate the negro vote.

### BASE BALL SCORES.

New York, August 20.—New York, 3; St. Louis, 2.  
 Brooklyn, August 20.—Brooklyn, 7; Philadelphia, 6.  
 Boston, August 20.—Louisville, 6; Boston, 2.  
 Baltimore, August 20.—Baltimore, 6; Chicago, 0.  
 Philadelphia, August 20.—Cincinnati, 9; Philadelphia, 6.  
 Washington, August 20.—Cleveland, 8; Washington, 7.

### THE GEORGE R WHITE LOST.

Seattle, August 20.—The sailing schooner George R. White, 30 tons, which sailed from here with 14 men July 14, 1894, has not been heard of since October 25, 1894, and has been given up as lost. She was owned by Paul Tolson, of La Conner, Wash., and Justin Chonoweth, who went with her, and was steered out by Hubbard & Norton, of this city.

### WORK SUSPENDED.

Denver, August 20.—Work on the ruins of the Gunney Hotel was suspended and search for the bodies discontinued this afternoon till the walls which threaten to topple and bury the workmen, could be pulled down. It is believed there are at least ten bodies yet in the ruins and several days will probably elapse before all can be recovered.

### WAS A SUCCESS.

Southampton, August 20.—The steam trials of the American line steamer St. Louis over the measured course in the English Channel today was a complete success. The distance, 104 knots; time, 4 hours, 41 minutes and 1 second, which gives a mean speed of 22 3/10 knots.

### MARKET REPORTS.

Liverpool, August 20.—Wheat—spot, quiet; demand poor; No. 2 red winter, 5s 3/4; No. 2 red spring, 5s 3/4; No. 1 hard Manitoba, 5s 1/4; No. 1 California, 5s 1/2.  
 Hops—At London, Pacific Coast, 4s.  
 New York, August 20.—Hops—dull.

### TRAIN HELD UP IN MICHIGAN.

Detroit, August 20.—A special to the Free Press from Grand Rapids, Mich., says: A Chicago and West Michigan train was held up near Richmond tonight by five men. The express car was blown up with dynamite and a brakeman shot.

### NO WINE ON THE CARS.

Green River, Wyo., August 20.—The Pullman Company has discontinued the sale of wine and liquors on its cars in Wyoming rather than take out a license.

### ASHORE IN A POG.

Victoria, B. C., August 20.—The big Norwegian collier Peter Jensen went ashore on Trial Island in a fog this afternoon.

### FURNISHED ROOMS WITH BOARD.

A well-furnished suite of rooms, with use of parlor, and, if desired, good table board, at reasonable rates. 45 Duane street, corner of Ninth.

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### REPUBLICAN VICTORY.

Senator Quay Wins the Philadelphia Primaries.

Philadelphia, August 20.—The Republican primaries to select delegates to the state convention and to choose candidates for the various city officers were held tonight.

The indications at midnight are that the Quay faction has certainly elected 18 delegates and perhaps 22, with one or two districts and five additional delegates still in doubt. The anti-Quay people concede the senator 18 votes. Never before in the history of the Republican party in this city has there been such a light in the primaries. The result was in some respects a surprise to Senator Quay himself, who did not expect to overcome the influence that would be brought to bear against him in certain localities.

Tonight's contest practically closes the fight in the state. It appears almost certain that Senator Quay has won his fight for the state chairmanship with some votes to spare. A conservative estimate gives him 180 votes in the convention, 15 more than the number necessary to elect.

### SENATOR BRICE IN IT.

Democrats Meet in Cleveland and Decide for Gold.

Springfield, Ohio, August 20.—When the committee on resolutions of the Democratic state convention met tonight, ex-Congressman Frank Hurd, who is as radical for the gold standard as he is for free trade, was made chairman and it was found that there were only three free silver men on the committee out of 21 members. The other committees were strongly Brice organizations.

The committee on resolutions appointed a sub-committee of five to draw up a platform on which the opposition was given a representation and which was instructed to reaffirm the national financial plank of 1892, which Senator Brice says the president and Secretary Cass had interpreted to mean the gold standard. It was also instructed to endorse the Wilson bill and the national administration and the record of Senator Brice.

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they forged ahead and led the red and white pennant by three lengths. Coxswain Wilson in the Engineers' boat, came down home in the middle of the channel, thereby wasting a great deal of the strength of his crew, and seriously endangering his time limit. However, she won with her five minutes to spare, several lengths in front of the Manzanita, which in turn was some distance ahead of the Columbia.

### LIFEBOAT SCULLING RACE.

Fort Canby crew (23 min. 41 sec.)—1. Fort Canby crew (23 min. 19 sec.)—2. Beyond the novelty of seeing these peculiar craft engaged in racing this event was a little tame and did not arouse much enthusiasm. The Point Adams boys led the way after the first down stroke and never lost it. They increased their speed considerably after rounding the buoy for home, and pulling a fine level oar, came in perfectly fresh about thirty lengths ahead of their rivals.

### SHIP'S DINGIES.

U. S. Engineers 18:10—1. Columbia 15:17—2. This event was pulled over the short course, round the red buoy and return. The Engineers had the Fort Stevens dingy manned by four men and four oars, while the Columbia's dingy had three men and six oars. This was one of the most closely contested events of the day. The two boats hung well together for half a mile, when the visiting crew drew out from the home man. She turned the buoy 10 seconds ahead, but gained no further advantage, as one of her oars smashed and she was compelled to get along without a substitute. From the time of this accident to the finish it was anybody's race, but the Columbia's crew could not get ahead of its opponent, and was forced to take a back seat. At the conclusion of this event the Fort Stevens Life Saving Crew gave an exhibition which was most excellently carried out. They capsize their boat and righted her in nine seconds on the first attempt, and in six seconds on a second trial, a time that is considered remarkably fast. The tub race was thrown out of the program, only two boys appearing to enter, and neither having any knowledge of the art of "tub sailing."

### SLOOPS, FREE FOR ALL.

Columbia, 2:28:13—1. Mayflower, 2:32:17 3-4-2. Pearl, 2:32:55—3. Sailor Boy, 2:34:00—4. Florence, 2:35:00—5. It was generally expected that the Columbia would get away with this race and several boats were laid during the morning on her chances. The start was a very pretty one, only a few minutes separating the competing vessels which held up before the wind in splendid style. The Sailor Boy was the first boat away. She crossed the line at 1:53:40, followed by the Bluejay, Chitook, Pearl, Florence, Mayflower and the Columbia, in the order named. At the end of the first lap they rounded the stake boat in the following order: Sailor Boy, Pearl, Columbia, Mayflower, Florence and Bluejay. The Mayflower was carrying every inch of canvas she could hold, but was unable to shake off her big rival which not only hid up with her, but rapidly forged ahead despite a great many clever jockeying maneuvers on the part of the Deacon boat. The Columbia finished at 4:25:08, and while not winning the race on actual running time, she had plenty of seconds to spare over her opponents.

### FISH BOAT SAILING RACE.

First Prize ..... \$10.00  
 Second Prize ..... 7.50  
 Third Prize ..... 5.00  
 Fourth Prize ..... 2.50  
 Fifth Prize ..... 1.00  
 (Bull of Clothes  
 Mischance Pipe)

**ENTRIES.**  
 1. Carl Newman—Columbia Cannery.  
 2. W. E. Tallant—Cutting Cannery.  
 3. Gus Snug—Cutting Cannery.  
 4. C. Westerman—Cutting Cannery.  
 5. N. Tolvonen—Elmore Cannery.  
 6. C. F. Wise—Cutting Cannery.  
 7. H. Tolkka—Columbia Cannery.  
 8. John Hendrickson—Elmore Cannery.  
 9. H. Herz—Columbia Cannery.  
 10. J. F. Johnson—Columbia Cannery.  
 11. L. Brown—Elmore Cannery.  
 12. J. Jackson—Elmore Cannery.  
 13. Amil Mattson—Elmore Cannery.  
 14. Alex. Agren—Megler.  
 15. Frank Nelson—Megler.  
 16. Chas. Anderson—Kinney.  
 17. M. C. Thompson—George & Barker.  
 18. A. Jullanki—Cook.  
 19. Chas. Jacobson—Cook.  
 20. Geo. Carlson—North Shore.  
 21. Ed. Muddeman—Hankhorn.  
 22. Peter Nelson—North Shore.  
 23. A. Creding—Hankhorn.  
 24. H. Hendrickson—Hagood.  
 25. M. A. Masteon—Columbia.  
 26. John Baschko—Columbia.  
 27. A. Willard—Columbia.  
 28. I. Anderson—North Shore.  
 29. H. Willard—North Shore.  
 30. P. McDonald—Megler.  
 31. H. Strong—George & Barker.  
 32. Sam Peterson—Kinney.

This was the banner event of the day, and very seldom has any sight as beautiful as the long line of racing fishboats been seen in the city. Several thousands of dollars had been spent in rigging up new sails and spars on these craft and both in speed and appearance the outfit has been beneficial. Several of the boats made very fast time. The following is the official statement of the time consumed in the trip (twice around an eight mile series of buoys):

No. 1—2:46:18—1st.  
 No. 2—2:53:46—2nd.  
 No. 22—3:04:29—3rd.  
 No. 12—3:04:30—4th.  
 No. 3—3:05:19—5.  
 No. 2—3:05:52—6.  
 No. 19—3:07:12—7.  
 No. 14—3:08:18—8.  
 No. 6—3:08:44—9.  
 No. 11—3:09:35—10.  
 No. 11—3:10:11—11.  
 A swimming contest with four entries brought the day's performance to a finish. The race was won by H. Twilight very easily, none of his opponents being able to come within hailing distance of him.

### GIG RACE, GOVT. BOATS.

U. S. Engineers (17 min. 57 sec.)—1. Columbia (18 min. 27 sec.)—2. Manzanita (18 min. 50 sec.)—3. The Engineers' boat was coxswain Mr. Wilson, and seven of them pulled in the gig, a beautiful little craft, formerly the racing gig of the U. S. S. Charleston. The Columbia and Manzanita crews were steered respectively by First officers Leighton and Whitson, and numbered five men each. The engineers gave their opponents a handicap of five and four minutes. On the start the Fort Stevens men jumped into the lead, followed by the Columbia crew with the Manzanita last, one length behind the middle boat. The engineers lost no time, but rapidly increased their lead and at Booth's cannery had eight lengths to the good. She turned the buoy at 15:55:16, the Columbia turned at 17:01:55, and the Manzanita five seconds later. After rounding the buoy the latter rapidly began to overhaul the second place crew and succeeded in catching them when half way home. After a brief struggle

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



ABSOLUTELY PURE