

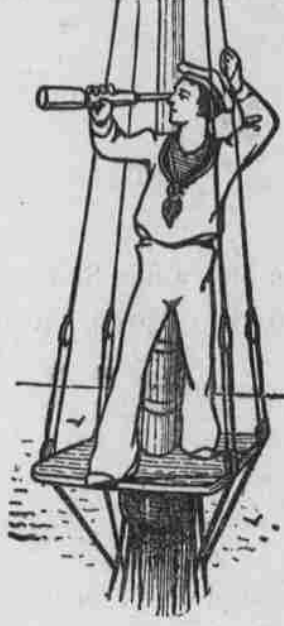
The Daily Astorian.

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ASTORIA, OREGON, THURSDAY MORNING, AUGUST 22, 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," "Cap-pers," "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. B. S. Bells, 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, Undershirts, Hats, Caps, Trunks, Valises, Blankets and Comforters, White Shirts, Collars, Suits, Suspensives, 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.
The 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.

EDUCATION For Real Life

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.

MANY LIVES LOST

Sealing Schooner Wrecked and All Hands Lost.

EXCELSIOR DOES GOOD WORK

Saves the Crew of the Brenda, Another Wrecked Sealer—Double Murder.

Seattle, August 21.—The steam schooner Excelsior arrived here this morning from Alaska, bringing the first definite news of the wreck of the sealing schooner Walter Earle, of Victoria, which was capsized April 14, with the loss of every man on board, including Captain Magnuson and crew of seven white men and eleven Indians. She was found bottom up and the Indians were in the forecastle.
The steamer Francis Cutting towed the wreck to Kodiak Island, and it was there that the dead Indians were discovered after the boat had been turned right side up. The Excelsior also brought a part of the crew of another wreck, the sealing schooner Brenda, which went to pieces on an unknown rock on the coast of Schumacher Island off the Siberian coast, but all of the men were saved. Thus returning on the Excelsior were Captain C. E. Locke, Seaman Charles Nelson and Cabin Boy Arthur Cox. On the 10th of April a terrible storm swept the seas around Kodiak Island, endangering every kind of craft. In the middle of July the steamer Francis Cutting, Captain Thomas, bound toward Unalaska, sighted an up-turned hull and attaching a line towed it into Kodiak, in a fearful storm. The Indians, becoming frightened, had rushed into the forecastle, which is their quarters. The brave crew outside had tried to manage the helpless vessel, which may have already lost her rudder, as it was gone from the wreck. They had been swept into the sea by the force of the storm, and sank without the least chance to save themselves. The imprisoned Indians were in much greater peril and when the boat turned completely over they were drowned without even a remote chance being given to those in the open air to save them.

DOUBLE MURDER.

Seattle, August 21.—A special to the Post-Intelligencer from Woodville Junction, King county, Wash., says: A fearful shooting affray occurred at Avondale, about eight miles east of here this morning, resulting in the death of Joseph Cicero and probably the mortal wounding of Jim McCann, both ranchmen living near Avondale. Bad blood has existed between Cicero and the McCann brothers since the election last fall. This morning Cicero, meeting Jim McCann and his brother, they commenced quarreling. Finally Cicero and Jim McCann came to blows and when separated by some of the bystanders, one of the McCann brothers pulled his revolver. Upon seeing this Cicero said: "If this is your game, I will take a hand in it." Immediately went to his house, only a few rods off, and when he came out one of the McCanns fired two shots at him, upon which Cicero commenced firing. One of the bullets took effect in McCann's abdomen. Cicero still advancing full on the ground, upon which one of the McCann brothers took a revolver from his brother's hand and holding it close to Cicero's head, fired, resulting in the immediate death of Cicero. Friends here hope are entertained for McCann's life.

A NARROW ESCAPE

American Ship James Drummond in Danger.

Both Anchors Dragging—A Timely Assistance From the Relief and Manzanita Saved Her From Destruction.

About half an hour before the conclusion of yesterday afternoon's sailing races, and when Captain Gregory and the judges on the Manzanita were getting ready to record the time of the winning sloop and 18-footers, word was sent off that the steamer had been ordered away to Tillamook Rock on duty to assist in getting the American ship James Drummond out of a dangerous predicament. The anchor was immediately weighed and the Manzanita taken to her dock, where about 150 ladies were hurriedly put ashore. Commander Farenholt went aboard, and he gave Captain Gregory the following dispatch from Port Canby:
"The American ship which passed out two days ago is going ashore inside of Tillamook Rock. She is dragging her anchors and flying distress signals."
Commander Farenholt then ordered Captain Gregory to leave immediately and do all in his power to aid the tugboat Relief which had gone to the assistance of the vessel. Everybody but an Astorian representative and Deputy United States Marshal Stewart was put ashore and preparations were immediately made for departure. All the regatta junking was hauled in, awnings were folded and sheeted home, boats run in-board and lashed, and in three minutes from the time she lifted her anchor in midstream the Manzanita was running full speed out to see with every thing shipshape and not a sign, even in the shape of a chair on her deck, saving any evidence of the festivities that had been going on aboard five minutes before. It was one of the nearest pieces of work that has been witnessed on the river for many a day and Captain Gregory, his officers and crew, are entitled to

great credit for the efficiency and smartness they displayed. With a strong tide running out over the bar the Manzanita was not long in rounding the mouth of the river, and in exactly two hours from the time she cast off from the wharf she spoke the Drummond. The Relief, which had a start of half an hour on the government vessel, was riding along when she reached her. Captain Gregory and the Astorian representative boarded the ship and Captain Curtis gave the following account of the trouble:
"At a little after 6 o'clock last night (Tuesday) the wind died away entirely. We were about four miles off Tillamook Rock and were unable to see half a dozen cable lengths ahead on account of the fog and smoke which hung thick all over the water. A strong southerly current was setting in and I found the ship drifting rapidly ashore, sweeping us round in a semicircle towards Clatsop Beach, inside Tillamook Head. The sails were put up on the foremast and mainmast but as they were absolutely useless I ordered them furled and dropped both anchors in sixteen fathoms of water. After dragging in still closer to shore for some minutes the current seemed to lose its force and we held by our chains in this spot, where we have been riding for nearly 24 hours. Two or three times I was very much afraid we would go to destruction without the possibility of any help coming to us. The sea was smooth, but fog hung around us thick about four o'clock, when it lifted, enabling the operator at the Cape to make out our signals and send us assistance."
There is no doubt that the position of the vessel was a very dangerous one, had the ocean not been cleared of smoke by light winds yesterday afternoon she would have been compelled to withstand another strong southerly current last night, with the great probability of her chains parting. It would have taken about ten minutes under these circumstances to have thrown her into the breakers on the rocks northwest of Tillamook Head. She was anchored with Tillamook Head S. S. ¼ S., and Tillamook Rock S. S. E. After proffering any assistance in his power to the tugboat, Captain Gregory stood by the vessel until the Relief took hold of her and towed her out to sea, where she dropped her anchor at 1 a. m. this morning. The Manzanita steamed down to Tillamook Rock, to communicate with the workmen on shore, get some orders regarding the vessel, and then made north for the lightship, speaking it at 10 o'clock. She arrived at her dock shortly before midnight.

After the fog lifted, and when the smoke of the Relief and Manzanita coming to the rescue was dispersed to the northward, the crew of the Drummond filled in the time fishing for salmon from the deck. They caught fifty-one fine fish in an hour, and were beginning to suit them down when the steamer reached the ship. Captain Curtis was very greatly relieved by his fortunate escape, and thanked Captain Gregory and Captain McCoy for their timely assistance.

The sudden and unexpected call on the Manzanita broke up a day of the very greatest enjoyment aboard her. From early morning she was thronged with ladies and gentlemen who witnessed the races, and who were thoroughly captivated by the successful efforts of Captain Gregory and his officers to make them feel at home.

DENMARK'S COURT.

Their Majesties Lead Lives of Severe Simplicity.
Mursley's Magazine.
A pastoral existence is led by their Majesties of Denmark at Fredenborg, their castle, near Copenhagen, in the early part of the summer. Later on when King Christian's children and great grandchildren, from Russia and England and Greece, an attempt is made to give them a certain amount of courtly style and etiquette, but the royal and imperial guests are too glad to have run away from the duties of much ceremony. Only the dinner hour finds them in court dress, which the men exchange for lounging costumes and the ladies for simpler gowns as soon as Queen Louise retires to her own apartments. At Fredenborg the ladies are of good nature and good will is conspicuously in evidence. I was allowed to stroll about the grounds until I got tired and when I finally went to the room of the court marshal to present my letters of introduction that gentleman politely led me to the corridors in an eight by six room adjoining the apartments occupied by their royal highnesses of Wales.

It was my first experience of breathing the atmosphere of royalty; yet I have seldom attended breakfasts less civilized state than on this following morning. The wash bowl in my room was not much larger than an ordinary water-trough set in a tub, and when I rang for a second allowance of water I was informed by the chambermaid that the fluid had to be procured from the pump in the front yard and that it would not do to waste it. There are no bathrooms in this royal chateau, no elevators, no hall carpets except the corridor adjoining the queen's bedroom; it is lighted by kerosene lamps swinging on chains from the ceilings and as to running water nobody dares hope for such a luxury in this country residence. But for all that it is a charming retreat, full of books and sun and flowers and greenery. It is, too, the only place in the world where royalty may be seen in its shirt sleeves, and where the ladies, who some day may grace a throne, romp about barefooted.

IT HELPED HIM.

Lawiston Journal.
"It always pleasant to see true love run along in smooth channels. A month or so ago a Cape Elizabeth woman came into a Portland oculist's store and purchased a glass eye. She confidently informed the oculist that her husband had been arrested and that she was glad of it, for he hadn't used her well at all. She hoped that a term in jail would help him, and she proposed to go up and see him sentenced, and so she got a new glass eye in order to make a proper appearance in court. This week the woman came in again. With her was a man whom she introduced as her husband. The glass eye had been accidentally broken and the man was preparing to buy another and "darn the expense. I want her to have just as good an eye as you've got in the store, for she ain't no better woman on the face of the earth." The wife winked the stout eye blissfully at the oculist and whispered: "That jail done him a sight of good."
LASSOED A SEA LION.
A Venturesome Hunter Has a Narrow Escape From Drowning.
San Francisco Examiner.
C. F. Munroe, a resident of Fresno county, who has been spending some weeks in this vicinity hunting and fishing, principally on the coast, met with an experience Wednesday last which nearly cost him his life.
Munroe, who had been camping in the redwoods near Usad, discovered, while riding on the beach some miles south of Bar Harbor, a group of sea lions sunning themselves. He determined to make a shot at one. Accordingly dismounting he described a wide circle and came upon them unawares. Watching them for some moments, he finally took aim and fired, but his aim was untrue, and, though, wounding the lion severely, the animal was still able to flounder about, and was making all possible haste to get back to the water again.
Being an expert with the lasso, Munroe undertook to capture the creature, and, mounting his horse, he unlashed his rope and threw it over the lion's head and behind one of its flippers, then taking a turn with the rope under the pommel of his saddle. Notwithstanding the wounded condition of the lion, it still struggled towards the shore. It was long before all were floundering in the surf. Munroe finally succeeded in hoisting the rope from the pommel of the saddle, when he found he had forgotten to unfasten it from the horse's neck. Being in the surf, the man was dangerous to neither and out he went, to save himself, he cast adrift his faithful animal and struggled for the shore, which he reached in an exhausted condition. He saw his horse but once afterward, and it was then being towed to sea. It was found next morning on the beach.
"It seems that in some way the rope was broken and the drowned horse was cast upon the sand. The body of the sea lion was not found. Munroe says there may be a great deal of fun hunting sea lions, but from his experience hunting on land is good enough for him."

WHOA, THERE! GEE!

Was What the Men Said to Their Teams.

THE CONTRACTORS START WORK

Two Gangs of Men Now Throwing Dirt on the Grade for the Road.

"Whoa, there! Gee! Go 'long there, I tell you!" These and similar exclamations were heard on the dock yesterday as Superintendent Watts' men were loading the teams, scrapers, and other paraphernalia of railroad building preparatory to their shipment to the various points of action on the line of the new railroad. A gathering of ordinary curiosity seekers was much concerned as to who and what the caravan was, but no one seemed to have any information. It was developed at headquarters later in the afternoon, however, that this was the first contingent of men and teams who were to commence work on the Gotche railroad.
Quietly and without flourish of trumpets the railroad people have been hard at work on their plans of construction and rearranging the surveys of the line, reducing grades and curvatures in order that a first-class roadbed might be constructed. Considerable criticism and anxiety has been expressed from time to time as to when the work of actual construction should commence, but the railroad company has quietly completed its plans and before any one had knowledge of the fact had placed two gangs of men in the field, who are now at work grading and clearing the right of way.
The contract for the grading and clearing was let Tuesday to Messrs. Cory, Bros. & Co., and their superintendent, Mr. Watts, yesterday sent a gang of men and teams to Tongue Point and another to Flavel, and both forces are now at work throwing dirt and building the roadway of the new railroad.
An examination of the specifications included in the contract for the builders is ample evidence that the Astoria-Gotche road is to be first-class in every respect, and will be capable of handling the heaviest traffic at the highest rate of speed. Specifications for grading and clearing provide that the roadbed and excavations shall be twenty feet wide at the profile grade in earth, and sixteen feet in rock or other solid material, as the original grade may direct. The roadbed and embankments shall be of uniform width of sixteen feet—the average width of the Northern Pacific and other trunkline embankments being fourteen feet. The clearing shall be done for the entire width of the right of way, and such extra widths as shall be directed by the engineers. All brush and limbs of trees shall be burned and removed from the slopes.
The beginning of work on the enterprise which is to liberate Astoria and the Columbia river valley from its restricted commercial opportunities and enable the citizens of this natural seaport and shipping center to place themselves at the head of commerce on the Pacific Coast will be hailed with delight by all. Not only Astoria, but Oregon at large, should fully appreciate the advantages to be opened to this great state by the building of this line of railroad. There can be no doubt whatever in the minds of any sane man but what the people at large fully realize what this enterprise means to them. There are, however, some few soreheads in Portland who need to learn a lesson that will sooner or later be forced upon them that Astoria is to be the shipping port of the state, as well as of the Northwest coast. Her natural facilities declare it, and her geographical location assures it.
Mr. Hammond is determined to have the best possible railroad that can be built, and the citizens cannot do less than to stand untidily with him in the effort to make the enterprise successful in every respect. The mere building of the railroad will not bring the traffic which is to make the road successful and build up the town. Transcontinental railroads must be brought to this point and they will be if Mr. Hammond receives the support he ought to have. It is not simply necessary to have one transcontinental connection, but in order to fully meet all the demands of trade and be enabled to reach all markets on an even basis there should be connection with lines reaching the South, Southeast, the East and Northeast. That such connections are possible and more than probable, anyone familiar with the railroad map of today well knows.
Mr. Hammond leaves tonight for Portland and Corvallis, where other business of importance in connection with the old Oregon Pacific requires his attention. He will be absent a few days but in the mean time has given such instructions and so started the wheels of construction that his chief officers and lieutenants can proceed with the work. This is a great day for Astoria, and no doubt the regatta festivities will be made to celebrate the event.

Unhappy Professional Footrace.
A great deal of interest was centered yesterday afternoon in the professional 150 yard footrace, for a purse of \$500. The race was programmed to come off at 2:30. An hour before that time ropes were stretched on each side of the street to keep the big crowd from interfering with the runners. When the 14th Infantry Band marched through the course headed by Grand Marshal Trenchard, and playing "Marching Through Georgia," both sides of Commercial street leading from Allen's grocery store to the Gambrian saloon, were black with people. At 2:30 the sprinters made their appearance on the track and took positions for the start. Four men were entered in the race, Jack Clark, Tom Foster, Wm. Ray and Charles Kiplinger. After a number of false starts on the part of Foster and Clarke, which resulted in their being placed back from the starting point a distance of four or five yards, the men got off. Ray and Kiplinger had a big lead but Foster soon overtook the latter, coming in at the tape four feet behind Ray, who was awarded the race. Considerable dissatisfaction existed on the result of the race many being of the opinion that had Foster not been so heavily handicapped he would have won.

ATHLETIC DUDE.

Boston Bulletin.
Stories of the athletic dude are generally considered fiction, but an incident in the union station the other day we know to be a fact. A young man in immaculate white trousers, blue jacket and blue straw hat tilted a little on the side of his head, entered the station, lighted a cigarette and looked around him with the calm air of superiority only to be seen in the university man. This was evidently irritating to some rough customers there, and one of them stepped up to the youth and said:
"Say, do you own this station?"
With a calm stare the young man replied: "Probably more of it than you do."
This seemed to further irritate the questioner, and stepping up in a threatening manner, he said: "You're putting on a — of a lot of bugs, ain't you?"
The answer came quickly: "Yes, and this is one of them," accompanied by a tremendous frown under the jaw that landed the questioner with a crash on the floor of the station, from which he was hustled into the street by a policeman, who after hearing the statement of the case from the bystanders, declared "I served him right," and the vengeful customer, for such the elegant youth happened to be, threw away his cigarette and boarded a train for the North Shore.

KNOW A THING OR TWO.

Kansas City World.
Bridget is an independent woman, though she cannot be called the coming woman, because the people say she is generally going out; but whatever may be said of Bridget, she is independent in all the world's affairs, and never loses an opportunity to show her employers that she is as good as any of them. It happened one evening when the door bell rang that the oldest daughter of the family went to the door. A stylishly dressed young man asked for Bridget. He was told to wait in the hall and the young woman went to the servant's room and knocking at her door said to her: "Bridget, there is a gentleman here to see you."
Bridget opened her door just half an inch and answered: "Will you please tell the gentleman to send in his card."

HIGHEST OF ALL IN LEAVENING POWER.—LATEST U.S. GOV'T REPORT

Royal Baking Powder

ABSOLUTELY PURE