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TODAY'S WEATHER.
Forecast, rain, warmer, fresh easterly winds, gales on coast.

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EXCLUSIVE TELEGRAPHIC PRESS REPORT.

VOL. XLIV. ASTORIA, OREGON, THURSDAY MORNING, SEPTEMBER 12, 1895. NO. 214.

Lubricating OILS A Specialty.

1872 1895

Fisher Brothers,

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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.

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John Fox. President and Superintendent
A. L. Fox.....Vice President
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They Lack Life

There are twines 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

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502 Bond Street.

Kopp's Beer Hall.

Choice Wines, Liquors and Cigars.

KENTUCKY WHISKEY

Only handed over the bar. The largest glass of N. P. Beer. Half-and-half, 5c.

Free Lunch.

Chas. Wirkkala, Proprietor.

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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 fishin boat irons, and repairing old ones, and all other blacksmithing that requires first-class workmanship.

MUSIC HALL.

★★★ KEATING & CO will open their
★★★ Music Hall at 339 Astor street,
★★★ Saturday the 16th. They will
★★★ keep numberless good liquors and cigars besides having good music all the time.

SEASIDE SAWMILL.

A complete stock of lumber on hand in the rough or dressed. Flooring, rustic, ceiling, and all kinds of finish; mouldings and shingles; also bracket work done to order. Terms reasonable and prices at bedrock. All orders promptly attended to. Office and yard at mill. H. W. L. LOGAN, Prop'r.
Seaside, Oregon.

Easy to take, sure cure, no pain, nothing to dread, pleasant little pills. DeWitt's Little Early Risers. Best for Sick Headache, Biliousness, Sour Stomach and Constipation.

Dr. Price's Cream Baking Powder
Contains no Ammonia or Alum.

BARGAINS TO ALL ALIKE

Without any sleight-of-hand or hocus pocus performances I have decided to sell all lines of

MEN'S AND BOYS' CLOTHING

[no marks changed on the goods nor any lines packed away] until October 1st at following prices:

All Suits or Overcoats	over	$16.00 for	$12.00
" "	over	14.00 for	11.00
" "	over	12.00 for	10.00
" "	over	9.00 for	7.50
" Pants	over	7.00 for	5.50
" "	over	5.00 for	4.00
" "	over	4.00 for	3.50
" "	over	3.00 for	2.50
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" "	over	1.50 for	1.00

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The One Price Clothier, Hatter and Furnisher.

506 and 508 COMMERCIAL STREET, ASTORIA, OR.

School Books!
School Supplies!

At Greatly Reduced Prices.

—A FULL LINE OF—

Oregon Books, Slates
Pencils, Tablets
Pens, Erasers
Sponges

Everything Necessary for School Use.

Griffin & Reed.

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.

UMBRELLAS!

It is a little early, yet you will need one soon. We have just received direct from the factory a large and select line of umbrellas in gloria and silk. Prices range from 50 cents to $3.50. Call and see them. Our dry goods sale will continue for a few days longer. Take advantage of this opportunity and make your purchases, thereby saving from 25 to 50 per cent, as lots of goods we are selling at half price.

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600 Commercial Street.

ROSS HIGGINS & CO.

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Fine Teas and Coffees, Table Delicacies, Domestic and Tropical Fruits, Vegetables, Sugar Cured Hams, Bacon, Etc.

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SERIOUS CHARGES

Made Against the Receivers of the Northern.

BRAYTON IVES IS AROUSED

He Makes a Lively Correction of Mr. Cromwell's Allegations—The Real Question at Issue.

Brayton Ives, the president of the Northern Pacific railroad, had blood in his eye after he had read in the Tribune yesterday the statement of William Nelson Cromwell, in which the counsel of the receivers laid claim to a victory in the decision of Judges Hanford and Gilbert. Mr. Ives prepared and issued a statement, which is as follows:

It was not my intention to say anything at present about Northern Pacific matters, but Mr. Cromwell, with his usual recklessness of speech, is making many misstatements which ought to be corrected. The decision of the court at Seattle is important because it settles the question that the court at Milwaukee, sitting in a district in which no part of the Northern Pacific railroad was located, ought not to be regarded as the court of primary jurisdiction over the entire railroad, and that the court sitting at Seattle, in a state where a large part of the road is located, may properly be recognized as the court of primary jurisdiction. The decision of the court is also important in this—that, while holding that the court at Milwaukee had no power to displace the mortgages of the Northern Pacific road and give a priority to receivers' certificates thereon, this jurisdictional defect can be remedied by appropriate action of the courts sitting in the districts in which the Northern Pacific road is located. The orders of the courts along the line of the road and authorizing the issue of receivers' certificates were entered, not at the time of their issue, as they should have been, and as Mr. Cromwell has said was done, but in April last, without notice to the company and parties in interest, except in the state of North Dakota, and I am advised by the clerk of the court sitting at Fargo, under a telegram dated August 27 that no such order is on record in that district.

It is only proper to add that I have not made any attack in my affidavit on the certificates. What I have said has been in reply to remarks of the receivers' counsel.

This decision is also important as it breaks up the judicial "comity" rule, which has stood for eighteen months as a barrier in the way of our efforts to dissolve a combination which for recklessness, effrontery and improper methods has no parallel in the history of American railroads.

The real question at issue is this: Shall the same parties who have wrecked a railroad continue to run it for their own benefit under the protection of the United States court? In inaugurating this scheme to perpetuate the wreckers in power, Henry Villard, in July, 1893, selected William Nelson Cromwell as counsel and directed him to prepare a bill for the appointment of Henry C. Payne, who was associated with him in Milwaukee street railway matters, as sole receiver. Mr. Cromwell, acting as Mr. Villard's counsel, prepared the bill and other papers necessary for the appointment of Mr. Payne as receiver, and arranged to have the appointment made in the Eastern district of Wisconsin, a district in which no part of the Northern Pacific road was located. To this scheme Messrs. Oakes, Colby, Hoyt and others interested in the Northern Pacific railroad objected, these gentlemen insisting that Mr. Oakes and Mr. Rouse be appointed with Mr. Payne, so that all the parties in interest might have a representation among said receivers. This was finally agreed to and the three receivers appointed, thus virtually perpetuating the power of the wreckers of the road.

William Nelson Cromwell, Mr. Villard's private counsel, was immediately appointed one of the counsel for the receivers and soon thereafter made general counsel. At the time Mr. Cromwell was made general counsel he was counsel for the Adams committee. These positions are clearly antagonistic. Mr. Cromwell was appointed general counsel for the receivers almost entirely on account of his connection with and influence over the Adams committee, and as such has been intrusted by the receivers with the management and control of all their legal and a great part of their business matters. In former investigation we developed the fact that the receivers had a claim for $545,000 against Mr. Villard.

It could not be expected that Mr. Cromwell, as the general counsel for the receivers and who had been for many years Mr. Villard's private counsel, could or would successfully prosecute this suit. Mr. Cromwell, as assignee of Decker, Howell & Co., made a settlement with the Northern Pacific railroad and the Northern Pacific & Manitoba railroad, in which he obtained from Mr. Villard and all others connected with the railroad what he (Mr. Cromwell) stated to be a full release of this $545,000 and of other claims.

In addition to proving these facts at the hearing in Seattle in October, we expect to show that the receivers have paid on account of and for the benefit of their friends in the Wisconsin Central and Chicago and Northern Pacific railroad $1,122,091.06, and that the court at Milwaukee, through its receivers, purchased with the funds of the trust estate a valueless judgment for the purpose of imposing upon the litigants and the court in another and different case; that the court, through its receivers, spent a large amount of the trust estate's funds in the recent Montana capital fight; and that the receivers employed as their general counsel William Nelson Cromwell at a retainer of $10,000 and a salary of $20,000 a year, to take charge of the trust estate's legal and other business when they knew that he had had no experience in handling such business.

These are only a few of the charges which will be brought forward and relied upon in October next at Seattle for the removal of the receivers. In addition to these facts I propose to show that Mr. Rouse has been yachting most of the summer, Mr. Payne has been looking after street railway matters at Milwaukee and junketing in Alaska and other points with Judge Jenkins, and that Mr. Oakes has been living luxuriantly at St. Paul without apparently disturbing himself about the affairs of the road or the trust estate; that the receivers draw a salary of $18,000 a year each and are expending altogether for lawyer's fees, outside of those in the regular employ of the trust estate, about $250,000 annually. I have no doubt that by and through the appointment of resident receivers and allowing resident and local counsel along the line of the road to handle the business of the receivership and thus dispensing with many useless and valueless offices, a saving to the trust estate of at least $350,000 annually can be effected.

Messrs. Turner, McClure & Roiston, solicitors for the Farmers' Loan & Trust company, trustees of the Northern Pacific mortgages, took a hand in the fight by issuing a statement declaring that "there was absolutely no decision affecting the standing of the receivers or the validity of the receivers' certificates." They quote from Judge Gilbert's opinion in which the court holds that "in any view of the case the receivers are at the present time and have been since their appointment the lawful appointees of all the courts of the jurisdiction in which the property of the Northern Pacific Railroad company is situated. They are the receivers of the railroad and none of their acts done within the scope of their authority and under the orders of the courts which have control over said property are invalid."

Mr. Ives declares that the first person to question the validity of the certificates was ex-Senator Spooner, who, in his plea at Seattle, tried to bolster up his case by declaring that the removal of the receivers would carry with it the conclusion that the certificates issued by them were invalid.

All in all, Northern Pacific matters are getting hotter daily. They have now gone so far that it was reported yesterday from a source undoubtedly authentic that the change would be made in October that $10,000 had been contributed to the campaign fund of a United States senator.

PETTIT'S NEXT MOVE.

Tacoma, Wash., Sept. 11.—Silas W. Pettit, counsel for Brayton Ives, has left for New York. Before taking his departure he said his next move would be to move on Oct. 2 for an order allowing examination of all the records and correspondence of the Northern Pacific receivers, which he claims will show the payment of exorbitant fees to New York counsel; large sums for political purposes and salaries for receivers at the rate of $15,000 a year. This, he says, is too much. He considers that there is no doubt that the present receivers will be removed, and says the federal court's action will prevent the consummation of the Hill-Adams plan for the consolidation of the Northern Pacific and Great Northern.

HIS NECK WAS BROKEN

Wealthy Farmer Killed by a Threshing Machine.

WET GRAIN WAS THE CAUSE

Cylinder Clogged, Burst Into a Thousand Pieces, Knocking Elliot Down and Breaking His Neck.

Walla Walla, Wash., Sept. 11.—A report was received in this city this afternoon of the accidental killing of Joseph H. Elliott, a farmer living at Coppei, 16 miles east of Walla Walla, Tuesday afternoon.

Elliott was engaged in feeding a threshing machine when the cylinder broke into a thousand pieces, tearing out the end and top of the thresher and completely demolishing the machine. Elliott was struck by flying missles and thrown from the elevated platform to the ground. As soon as possible the machine was shut down. Elliott was found dead under the debris with his neck broken, chest crushed and a large hole in his throat.

Pieces of the broken cylinder were thrown all about the field, but none of the other twenty men employed around the machine were injured. One piece struck a horse attached to the horsepower with such force as to fell the animal to the ground, but without injury. The grain was bound and considerably soaked with water by the recent rains, and it was so heavy that when it was put into the machine the cylinder became clogged, and the heavy pressure caused the cylinder to burst.

Elliott was the most prosperous farmer in Walla Walla county. He is aged about 55 years and leaves a wife and several children who are now in the East. The remains were removed to Waitsburg, and will be buried under the auspices of the Grand Army.

BALD THE FASTEST RIDER.

A Record Breaker at the Springfield Meet.

Springfield, Mass., Sept. 11.—This was the first day of the racing at the Springfield bicycle meet and 5,000 people were present. The weather could not have been better, with no breeze stirring. A. W. Porter, of Waltham, a scratch man, was the winner of the five mile handicap in the remarkable time of 11:34 2-5, breaking the professional record for that distance by 16 seconds.

In the one mile profesional, Sanger won easily from Tyler, in 2:03 2-5.

Bald proved himself to be the fastest rider in the country and captured the one mile open in a burst of speed that left the pacing team behind. His time was 2:01 3-5.

MARKET REPORTS.

Liverpool, Sept. 11.—Wheat—Spot quiet; demand poor; No. 2 red winter, 4s 9d; No. 2 red spring, 5s ½d; No. 1 hard Manitoba, 5s ½d; No. 1 California, 4s 11d.

Hops at London, 1 pound 1ss.

add markets

New York, Sept. 11.—Hops very quiet.

Portland, Sept. 11.—Wheat, valley, 46; Walla Walla, 43.

HOLMES INDICTED.

Indianapolis, Sept. 11.—The Marion county grand jury this afternoon returned an indictment against H. H. Holmes for the murder of Howard Pietzel.

THE REASONS WHY

Decision of the Cup Committee in the Great Race.

VALKYRIE INFRINGED THE RULES

And Consequently Lost the Race—The Feeling in New York Divided.

New York, Sept. 11.—The Valkyrie and the Defender were measured tonight for the third time preparatory to tomorrow's races. The Englishmen were all curt in manner and reserved in words. They seemed to desire to let their American callers know that they were deeply hurt at the action of the regatta committee in awarding yesterday's race to the Defender. The following is the letter of the cup committee of the New York Yacht Club sustaining the protest of C. Oliver Iselin, on behalf of the Defender, regarding the foul claimed against the Valkyrie:

"New York Yacht Club to C. Oliver Iselin, Esq.

"Dear Sir—We beg to acknowledge receipt of your letter of yesterday protesting the Valkyrie.

"We have given the matter our careful consideration and believe the foul occurred through miscalculation of distance between the two yachts at the critical moment. From our observation, sustained by that of the others who were in good position to see, we find that the Valkyrie, in contravention of Section 2, of yachting rule No. 16, bore down upon the Defender and fouled her by a swing of her main boom when luffing to straighten her course. We also consider that the Defender allowed the Valkyrie sufficient room to windward to pass clear of the committee boat.

"Your protest is therefore sustained."

The committee also posted the following on the bulletin board of the New York Yacht Club house:

"To members of the New York Yacht Club:—

"Your committee beg to state that before arriving at the decision on the Defender's protest they endeavored to bring about a mutual agreement between the respective yachts to resail yesterday's race, but each preferred that the committee should pass judgment."

Of course most persons uphold the committee from patriotic motives, if nothing else. There were a good many, however, who championed the Valkyrie and her cause. There were others who thought the committee ought to have given the race to the Valkyrie because the Defender had beaten her anyhow, and a verdict favorable to the Englishmen would have had no other effect than to make necessary one more race.

THE OPINION IN LONDON.

London, Sept. 11.—The Yachting World in its issue tomorrow will say: Two races have been lost, one actually and the second virtually. Whatever may be the verdict about the result we cannot possibly doubt that the Defender was a moral victor. We must console ourselves by admitting that the Herreschoff boat is exceptionally well adapted to its purpose.

NARVARRE A WINNER.

Thousands at the Sheepshead Bay Track.

New York, Sept. 11.—Ten thousand people saw Henry of Navarre win the race at Sheepshead Bay between the cracks of the year, Henry of Navarre, Domino and Rey el Santa Anita. There was some delay at the post, but when they were sent away, Domino had the rail, got the best of it a trifle. The black whirlwind cut out the pace and a fast one it was, with Navarre keeping well up and the California crack a length behind.

Not until the turn was reached did the real race begin. Perkins on Navarre then made an effort to come up with his mount and Taral on Domino drove his horse along at a terrific pace. Here also Rey el Santa Anita started for the leaders and it seemed as though he would be in at the driving finish. When they swung into the stretch Domino still had a length to the good, but was faltering, and Navarre was holding on with a tenacity that has always characterized his work. Taral used the whip and spur, but the gallant black was unable to hold his own against the Belmont crack, who just before the wire was reached poked his nose in front, and driving along with undiminished speed, beat the faltering Domino half a length. Rey el Santa Anita was far in the rear.

WAVED HER PETTICOAT.

A Plucky Young Woman Saves a Train.

Haverstraw, Sept. 11.—Miss Martha M. Gurnee, employed as station agent at Mount Ivy, on the New Jersey and New York railroad, showed herself to be a heroine of rare presence of mind and courage this afternoon by flagging a passenger train with her petticoat and warning the trainmen of the danger which menaced them by the track being covered with wreckage which had fallen there because of the burning of the station. Miss Gurnee and her fourteen-year-old brother were alone in the station at 3:20, a long freight train having passed east a short time before. They smelled smoke, and on going out discovered the roof of the station to be on fire. As the station is situatel in a lonely place among the Haverstraw mountains and no one around to give assistance, Miss Gurnee and her brother set to work to save what they could.

The freight house, which stood near by, also took fire. Miss Gurnee and her brother then turned their attention to this, and rushed inside the building and rolled several barrels of kerosene oil to a place of safety, which would soon have exploded had not the heroic agent and her brother risked their lives to roll them outside.

Miss Gurnee then thought of Conductor Johnson's eastbound train, which would be due in a short time. She began to look around for something to flag the train with, and to her dismay and horror she discovered she had left her signal flags in the burning station, and they had been consumed. Equal to the occasion, she loosened her petticoat and sent sent her brother on a run up the road to warn the approaching train. When the passengers heard the story of the pretty agent they grabbed her by the hand and showered all kinds of praises upon her.

G. A. R. PARADE.

Many Accidents During the Day From the Heat.

Special to the Astorian.

Louisville, Sept. 11.—The parade today was the event of the annual encampment of the G. A. R. Over fifty thousand veterans were in line, thousands of Johnnies grew hoarse cheering the Yankees along the way. The parade was headed by two distinguished ex-Confederates on horseback, Captain John H. Weller and Captain W. H. Harrison.

The horse on which Captain Nordstrom of the 10th United States cavalry was mounted, slipped and fell, pinning the captain's left leg under him. The ambulance corps was called and Captain Nordstrom was taken to his home. On examination it was found that his leg was broken.

One of the most serious cases of prostration at the hospital is that of William Janeke, commander of the department of Missouri.

John Thomas, a member of the Michigan post, fell and cut a deep gash in his head.

William R. Gill, vice commander of the department of the Potomac, fell from exhaustion, also Henry Bowen, of Philadelphia, Col. G. R. Hart, of Pittsburg, A. J. Dixon, Paton, and E. S. Herbert, Garfield, Mass.

Many who were viewing the parade fell from heat prostration and the hospitals are well filled tonight. The parade was over four hours passing a given point. It is estimated that over 300,000 people witnessed the demonstration.

The Grand Army veterans and their friends, to the number of 4,000, attended a grand camp fire at Music hall tonight. An elaborate programme had been prepared and it was carried out, to the delight and entertainment of all the people present. The camp fire opened with "Marching Through Georgia," played by a military band. The Hon. Henry Watterson, editor of the Louisville Courier-Journal, then made a welcome address in behalf of the citizens committee.

SIX KILLED.

And Many Wounded by the Explosion of a Caisson.

Special to the Astorian.

Louisville, Sept. 11.—A small caisson exploded this morning resulting in the death of six and the wounding of several members of the Kentucky National Guards. They were preparing to fire a salute.

A WORLD BEATER.

New York Central Lowers the Record.

New York, Sept. 11.—The New York Central today made a new world's record in the running of fast trains on a long distance schedule. The total run from New York to East Buffalo, 435½ miles, was made in 407 minutes.

REWARD PAID.

Wells, Fargo & Co's Treasure is Recovered.

Sacramento, Sept. 11.—Wells, Fargo & Company's agent in this city today paid to Louis R. Kelly, Daniel A. Thompson and J. W. Murray one fourth of $11,550, which was recovered by them while searching in Yolo county for the treasure taken from the train last October by Brady and Browning and by them buried. Kelly and Thompson were paid an additional $1660, one fourth of $6560, which they recovered for the express company.

SPOKANE CASUALTIES.

Insane Man Saved From a Watery Grave.

Spokane, Wash., Sept. 11.—George Cummings, an insane soldier from Fort Sherman being taken to Washington for admission to the hospital, escaped from his guard today, leaped from the Post street bridge forty feet to a large pool below. He was caught in the eddy just above the big falls and called loudly for help. Sergeant McAll ran to the river bank and finding a long rope attached to a flume wrapped it around his wrist and sprang into the stream. He caught Cummings by the coat, held him until help came and pulled both men out of the water.

D. McDougall, a carpenter 70 years old, was found dead in his cabin this afternoon. It is thought he killed himself.

FIRE IN SEATTLE.

Seattle, Sept. 11.—The finest residence in Seattle was totally destroyed by fire at 4 o'clock this morning. It was the home of Horace C. Henry, a wealthy Great Northern railroad contractor, at the corner of Hallum and McGee streets, overlooking Lake Union.

Loss on the house $60,000, insurance $50,000.

LARGE ATTACHMENT.

San Francisco, Sept. 11.—An attachment for $65,000 was placed on the jewelry stock of Hammersmith and Field today by the California Jewelry company. The firm of Hammersmith and Field have long been one of the largest jewelry houses on the Pacific coast.

SEVERE STORMS.

San Francisco, Sept. 11.—Telegraphic communication in California has been seriously interrupted by the first rain storm of the season which commenced last night. All crops except grapes and hops have been gathered, but it is feared that the latter will be greatly damaged.

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

Royal Baking Powder

ABSOLUTELY PURE