

TODAY'S WEATHER. Forecast for Oregon and Washington, fair weather.

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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LOOK BEFORE YOU LEAP



This will hold good in any phase of life, and more especially so in buying your clothing and such necessary articles that come in so many different grades, and in which a person is easily faked. Go to a first-class one-price cash store which marks all its goods in plain figures and you will know where you land while buying Men's and Boys' Clothing, Furnishing Goods, Hats, Caps, Boots, Shoes, Trunks, Valises, Umbrellas, Mackintoshes, etc.

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BRILLIANT RECEPTION

Given to the Episcopal Bishops in St. Paul.

RAILROAD MAGNATE'S PALACE

Opened to Thousands—One of the Events of the Convention Long to be Remembered.

The entertainment of the Episcopal bishops in St. Paul a few days ago must have been a beautiful affair. A St. Paul correspondent, in speaking of the matter, says: Last evening the magnificent residence of J. J. Hill, on Summit avenue, was a blaze of light and beauty. In addition to its many beautiful apartments, which were all thrown open for the entertainment of the guests, the broad terrace had been enclosed for the occasion and afforded a charming promenade. The entertainment was in the nature of a reception, largely informal in character, but a brilliant social function, nevertheless, given for the Minnesota bishops to the Episcopal bishops and delegates in attendance at the convention at Minneapolis. Over 1,200 invitations had been issued for the event, and included all of the representative society and church people in the Twin Cities.

That nearly all were accepted is evident, for at 8 o'clock, at least 2,000 people were present, although they were so divided among the various apartments that the immense number was apparent only by a careful estimate. The delegates to the triennial convention now in session in Minneapolis, both bishops and laymen, were nearly all present and will carry away with them a delightful impression of St. Paul society and hospitality to be probably their most treasured remembrance of the Northwest. Nothing could have been arranged to give the visitors such a charming glimpse of St. Paul life as the evening spent at its noblest mansion, where they could visit in halls of baronial magnificence and of more than baronial dimensions and enjoy the finest art gallery in America if judged by its treasures of modern classical painting. Mr. and Mrs. Hill were assisted in receiving by Rt. Rev. Bishop Whipple, D. D., Mrs. John Wright, and Bishop and Mrs. Gilbert. During the evening the grand, resonant tones of the large organ, located in the gallery, sounded through the house responsive to the masterly touch of the popular Minneapolis organist, J. Warren Andrews, while the well known 'cello artist, Fritz Schickler, also contributed several highly artistic numbers, with organ and violin accompaniment. The reception in itself was the outcome of a most happy thought, and was a generous and hospitable recognition of the ecclesiastical visitors to the great Northwest.

STATE NEWS.

Interesting Items Cited From Oregon's Leading Newspapers.

The churches of Riverside, Cal., are intensely loyal to California. It is reported that they have torn out of their old hymn books the old hymns, "There is a Better Land."—Hesperian Gazette.

The Times-Mountain says "There are grapes enough raised in the immediate vicinity of The Dalles to keep a small winery running, but no one seems to want to try the experiment. We have grapes that will compare favorably with those of California, and we have grape land that cannot be beaten anywhere."

Judge Hanna, who sentenced Charles Fletcher and wife murderer, to be hanged in Grant's Pass November 22 next, has today passed the death sentence once before, which was upon John Justus, for killing his father, some years ago. Justice sentence was commuted to life imprisonment, and he was pardoned out in a few years.

Few people realize the vast number of cattle and sheep shipped from Eastern Oregon and Washington every year. Talking to some prominent stock buyers and men who were unimpressed at the figures they gave. From Crook, Wasco, Gilliam and Morrow they say 30,000 head of sheep are shipped annually and from the same territory at least 20,000 head of cattle.—Times-Mountain.

George Spinner, who resided on Mr. Benedict's place, dropped dead Monday of heart disease or something similar. He took his gun and went out to shoot a pheasant, and not returning for a while his wife and children went to look for him. They found him dead, and the gun lying by his side with the food in it. He was subject to falling fits, and it is supposed that he became excited when about to shoot, causing the fatal stroke.—Times.

George Beck, of Grant's Pass, died Saturday after nine days' suffering from a dose of muriatic acid, taken by mistake the brandy in the cellar of the Grant's Pass Brewery. The stuff had been procured for the purpose of scouring faucets, and Mr. Beck poured the liquid out into a glass and drank it before finding out its substance. He was

buried Sunday and a large number of sorrowing friends attended the funeral. He leaves a wife and five children in rather destitute circumstances.

Stokes & Hall is another Corvallis firm to fall a victim to violated Sunday law. On the ground that they conduct a bakery in connection with their other line of business, they kept their house open last Sunday. Wednesday a complaint was sworn out by Deputy District Attorney J. H. Wilson, charging them with a violation of the state law by selling ice cream, tobacco and divers other things on the first day of the week, commonly called Sunday. When arrested they pled guilty and paid a fine of \$5, the minimum penalty under the statute.—Times.

An extra freight train was started out of Portland yesterday to clean up the business along the Southern Pacific. The freight has accumulated so fast that the regular trains, though running with as high as over 30 cars to the train, have been unable to keep it out of the way. This is in big contrast to a year ago, when a freight train was run every other day, and a small one at that. Now the daily freight is double length and can't do the business. This speaks in loud tones for itself and shows that there is lots of business going on through the valley.—Elast Oregonian.

An old man named Robert Grell fatally shot himself last week on the bank of Rogue river, below Crow's place. He had been bound down the river on a boat and got discouraged enough to commit suicide. The coroner held an inquest on the remains. The body had no coin on it but a five-cent piece, and no valuables. He left a note pinned on his pocketbook which stated that he was weak and sick; that he had property at St. John's, Or., upon which there was a mortgage of \$100 falling due in November. If the property brought more than the mortgage he wished the excess given to the poor.

NORTHERN PACIFIC

Affairs Running Smoothly Despite Divers Officers.

Receivership Tangle Does Not Affect the Operation of the Road—Everybody Attending His Duties.

Northern Pacific matters seem to be adjusting themselves to circumstances. The Pioneer Press gives the following account of recent events in the affairs of that company:

Receiver Burleigh has named C. H. Clark, assistant treasurer for the former receivers of the Northern Pacific, the treasurer, and M. P. Martin, assistant general auditor for the former receivers, for the west end of the line. As far as can be learned his action is to be permanent, and the appointments will be officially announced today. Mr. Clark then is in charge as treasurer for the entire line except Montana, though retaining his old title of assistant treasurer for this end of the line. Mr. Martin is in the same position as auditor. It is understood that today or tomorrow Receivers Mills and Bonner will confirm the appointments of Receiver Burleigh, thereby making Messrs. Clark and Martin the chief representatives of the treasury and auditing departments, respectively, for the Northern Pacific from St. Paul to the Pacific coast. Their respective titles will probably be treasurer and auditor. Since last April the old receivers had no treasurer, but kept an assistant treasurer in New York, whose duties ceased with them. The action of Judge Lacombe will likely settle this whole matter satisfactorily, making the appointments of the new receivers complete and permanent.

These appointments are a part of the common decision of the new receivers that the property is to be operated harmoniously as an entirety from this end. Since the new receivers have been appointed there has been no apparent friction among them, and no delay or confusion in the operation of the road has been reported from any quarter. Everybody is attending to everything belonging to him just as though there existed no great judicial controversy over a great question of jurisdiction.

Counsel Dunn, for instance, has complete charge of the legal affairs of the road, and attends to them without stirring up any question as to his authority. The receivers have agreed on this as on other conditions which are necessary to a uniform and unhampered management. Regarding the receivership tangle, nothing new has appeared, nor is anything startling expected until Judge Lacombe takes action. The consensus of opinion now seems to be that, as proclaimed in this paper a few days ago, a solution of the receivership question will have been reached within a week by an agreement of the majority of interests upon some plan satisfactory to all, upon which the courts can act. What the nature and extent of this plan will be time alone will tell.

It's in town. It's the best! Won't burn nor roughen the skin! Won't yellow your clothes! You'll be agreeably surprised. Be sure you didn't know it sooner. Theodor's Soap Pumps large packages.

ENGLAND'S CRAZE

Attacked by a Wild Speculative Wave.

WHEN THE CRASH COMES

United States Must Stand Part of the Blow—Present Conditions are More Favorable.

A Washington correspondent says that "the cessation of gold exports has been exceedingly gratifying to the treasury department. It is now something over a fortnight since the treasury gold reserve was seriously touched upon by withdrawals for export. The drain stopped, whether temporarily or not, it is too early to know, at a time that was most fortunate. Even if the gold reserve has practically gained nothing in the fortnight of peace, the country is reassured and conditions have brightened. There are many, however, who believe that the present situation is unusually produced. They anticipate that further gold withdrawals are of necessity to be expected. To pay for imports, meet terms of credit, purchase securities, pay debts, and in fact to cover the balance against the United States, gold is required. Why, then, the treasury has not been called upon to furnish it for more than a fortnight, is not apparent. That there may soon be further demands upon the treasury is not improbable.

Aside from conditions that are purely local to the United States, there are matters that give ground for anxiety as to the future. At present England is attacked by a craze of speculation. It is more than the Panama Canal affair, that when it burst, so injured France's prosperity. Money is plenty and cheap in England, and is seeking an outlet that will bring large and quick returns. The craze to grow rich suddenly is all-powerful, particularly where gold is involved. It is stated that mining securities, to the alleged value of one thousand million pounds—\$5,000,000,000—have been sold in the last six months in London. A crash must come. When it does the effect will be disastrous. The bubble will be pricked. England, rich as she is, will with difficulty resist the shock. In view of the close financial connection between the United States and England, this country must necessarily stand part of the blow. The danger is that it may unsettle and set back the prosperity that is coming.

How soon the bubble will burst in England is not known. The longer it is postponed the better the United States may be prepared to meet it. That Canada are apprehensive is shown by the fact that their own local securities, the substantial ones listed on the exchange at Toronto and Montreal, have fallen within the last two weeks five or six points. The situation would be improved if the "Adrian" short time and low rate emergency notes had been authorized by the last congress. As it is, the effect of the breaking of the Kaffir boom may be quite hurtful to America, but far less so than to England.

The treasury statement issued up to the 15th shows a large excess of expenditures over receipts, one million dollars having been expended for pensions.

The gold reserve today shows an increase of about \$40,000, and stands at \$22,964,722.66.

Unless there should be unexpectedly large receipts for the remainder of October, the treasury deficit will be about six millions for the month.

The deficit for the first half of October is \$9,481,673.77, while the deficit for the year to date is \$19,302,325.33. The receipts yesterday were \$18,958,239, while the expenditures were \$1,240,000, making a deficit for the day of \$33,953.77.

The gold reserve showed a fall of about \$65,000 yesterday, and has not increased any for the month, for it has varied throughout October, slightly above and slightly below ninety-three millions. The total loss of gold for the month has only been \$72,375, an exceedingly small amount; but there have been no exportations.

There was a lively panther fight near Quatman, in Curry county, last week. A big panther visited Hunter's after nightfall and was tackled by an old dog and two young ones. After a long and stubborn fight, in which one dog was killed and the two others crippled, the panther was freed and awarded shot. He measured over eight feet and was a fighter.—Record.

descent to 30 or less. Shortage returns from wheat venters appear not to act as a bull feature and the market is not active. Trading is within boundaries. Wheat in Pendleton with rates inactive at 30 and 31.

WESTERN UNION DOWN.

Break Occurred Again Yesterday.

A break occurred again yesterday, not in the stock, but on the Western Union wire between Astoria and Portland. The damage was done in the early part of the day, but up to the time of going to press had not been repaired. As a matter of course no business was done with the outside world, and no press dispatches appear this morning.

A CITY OF CHAMPAGNE.

Eperny, France, is a vast subterranean "city of champagne." For miles and miles there are tunnels hewn out of the solid chalk, flanked with piles of champagne, of all kinds and qualities. There is no light in the labyrinthine streets, crossings, and turnings, except what the spluttering candles afford. All is dark, damp and dank, with the temperature away down below zero. The largest champagne manufacturers in Eperny have underground cellars which cover 45 acres, and contain 5,000,000 bottles of wine. There is a whole street in Eperny lined with fine chateaux, the proprietors of which possess similar establishments. The whole town is honey-combed with these underground galleries for the manufacture and storage of champagne.

An extract from an article in the Gold Beach Gazette concerning a party of hunters at the head of Pistol river, in Curry county, says: "It is known that over 70 deer have been killed in that section this summer solely for their tables."

CUBAN AFFAIRS

President Cleveland Will Order an Inquiry.

Difficulties to be Encountered, Chief Among Which Will be Spain's Objections.

"Among the first questions to be considered by President Cleveland and his cabinet is the proposed inquiry into the condition of affairs in Cuba," writes Walter Wellman in the Times-Herald. "Secretary Olney expects to bring this matter before the President within a day or two, and by Friday it is hoped it will be ready to lay before the cabinet."

"The case is urgent. While the general policy of the administration is to do nothing in the case of Cuba until after January 1, the president does not for a moment overlook the fact that a Republican congress will soon assemble. If by December the administration is unable to announce a Cuban policy there will be great danger that congress will take matters into its own hands in some form. It is known to be the president's desire to have some definite policy to lay before congress, in the hope of averting that body from unwise action.

"An attempt to pursue an official inquiry into the condition of affairs in Cuba is already pretty well settled upon as the only policy immediately available, but many difficulties are likely to arise in putting the plan in operation. No attempt will be made to pursue a secret investigation, or to cause inquiry to be made without Spain's consent. Whatever is to be done must be done frankly and openly. Here the state department expects to encounter its first obstacle. It is not believed the arrogant pride of Spain will brook United States investigation into the results of her rule in the Antilles.

"This fact, however, will not deter the president and Secretary Olney from their purpose. They expect to say to Spain that if Spanish representations concerning the conditions of affairs in Cuba are truthful, then Spain has nothing to lose but much to gain by having the facts ascertained and verified by an impartial inquiry. The converse of this, which does not need to be given official expression, must be regarded as arising in fear of having the truth become known."

The story is vouched for on excellent authority that Mrs. Frances Hodgson Burnett never intended to speak that motley child, Little Lord Fauntleroy, when occasion demanded, and it was by such a rigorous procedure that he was taught to call his mother "dearest."

STARTLING PROPOSAL

California Octopus Wants to Control Utah Traffic.

TO HAUL FREIGHT BACKWARDS

New Light on the Western Traffic Muddle—Combination Against the Union Pacific.

A most startling proposition for handling freight out of Utah has been discussed by the Chicago Tribune, which says:

When, two months ago, the Traffic Association of California, which for several years past has been fighting the Southern Pacific monopoly, placed an employee of the Southern Pacific in charge of its affairs, the Tribune stated that this action meant nothing more nor less than a complete surrender of the California Traffic Association to the California railway monopoly. Members of the association took occasion to telegraph an emphatic denial to the statement made by the Tribune, and they asserted that under the management of Mr. Curtis the association would continue to make the same war against exactions of the Southern Pacific as had been made under the energetic management of Joe Leeds.

Evidence has come to hand during the last few days showing beyond a doubt the correctness of the Tribune's assertion that the Traffic Association of California has joined hands with the Southern Pacific monopoly. Great efforts have been made lately by Mr. Curtis, the new manager of the traffic association, to interest Utah people in the Southern Pacific. In a letter to a prominent railroad official in Utah Mr. Curtis says:

"The position of the Southern Pacific, as explained to me having been canvassed by the association, meets with the hearty approval of the same. I take this occasion to advise you of our stand. Situated as San Francisco is within 500 miles of your metropolis (Salt Lake City), and being acknowledged as a great producer and distributing center, she is entitled to a greater consideration at your hands than formerly in the matter of rates. In this I mean the adjustment of rates looking towards the placing of the Pacific coast on an equality with the east through the medium of a system of rates constructed on a mileage basis. San Francisco to Utah via the competing centers, that is certain lines base on the Missouri River for example, Omaha, Portland, etc., other on St. Louis, performance on Pittsburg, Cincinnati, or the seaboard, an adjustment according to competing points, seems to the Traffic Association of California a most equitable one, to which it is inclined to lend its full support.

"This means that the the Southern Pacific has secured the full support of the California Traffic Association, in its latest attempt to divert not only all the California business via New Orleans, but propose to control via the same route the Utah and Colorado business. In other words, the Southern Pacific means to take business from Denver and Salt Lake City and all intermediate points backward to California and thence to points in the East via New Orleans. If approved in this attempt the Southern Pacific has secured the co-operation of the Rio Grande Western railroad. The latter has suffered much from the competition of the Union Pacific, and claims not to have received the support it was entitled to from its eastern connections. Now to get even with the Union Pacific it joins hands with the Southern Pacific and helps the latter to take freight from Utah points to the East via California and New Orleans, instead of directing it via the Missouri River and Chicago as heretofore. Of course the mileage on Utah business via California and New Orleans is twice as great as the mileage via the Missouri River and Chicago, yet the Southern Pacific means to make rates to compete against the direct routes via the Missouri River and Chicago. A tariff was received here yesterday which shows that the Southern Pacific wish the aid of the Rio Grande Western has already started the scheme of diverting Utah business to the East via California. The tariff in question is imposed jointly by the Rio Grand Western, Southern Pacific, and Clyde and Metropolitan line of steamers, and names a rate on wool bales, minimum weight 2000 pounds of 23c per ton. The route is from Utah points over the Rio Grande Western to Ogden, thence Central Pacific to Lathrop, Cal.; thence Southern Pacific via El Paso, New Orleans, and thence to New York and other Eastern seaports via the Clyde and Metropolitan line of steamers. The rate quoted by this route is less than the rate charged by the direct lines via the Missouri and Chicago.

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