

TODAY'S WEATHER. Forecast for Oregon and Washington, rain, warmer, southerly gales on coast.

The Oregonian

The OREGONIAN 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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NO. 247.

Save Time and Money



By saving time you will save money, and by saving money you will save time, and the way to save both is to buy of me your Men's and Boys' Clothing, Furnishing Goods, Hats, Caps, Boots, Shoes, Trunks, Valises, Umbrellas, Mackintoshes, etc., which are bought direct of the manufacturer and sold for cash on a low margin to all alike.

On and after November 1st my store will close at 7 p. m., except Saturday and holiday evenings.

I. L. OSGOOD,

The One Price Clothier, Hatter and Furnisher.

506 and 508 COMMERCIAL STREET, ASTORIA, OR.

ASTORIA PUBLIC LIBRARY!

They Lack Life

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

Headed 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.

School Books! School Supplies!

At Greatly Reduced Prices.

A FULL LINE OF Oregon Books, Pencils, Pens, Sponges, Slates, Tablets, Erasers. 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.

Ladies' Grey Woolen Vests

75 Cents a Garment.

These same garments sell every where for \$1.

\$10 - - - Men's Overcoats - - - \$10

These same goods are marked out at all the stores as bargains for \$11.50.

\$6 50 - - - Men's Suits - - - \$6.50

A Full Line of Shoes and Hats.

OREGON TRADING CO.,

600 Commercial Street.

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, 614 YAMHILL ST. - - HOLMES BUSINESS COLLEGE, - - PORTLAND, OR.

WHAT STRIKES COST

History of Strikes for the Past Seven Years.

LOSS TO STRIKERS \$35,000,000

Not Half of the Strikes Were Successful—Lockouts Are Expensive Luxuries—Interesting Figures.

An Eastern paper says that the relations of capital to labor, so far as they apply to strikes and lockouts, during the last seven and one-half years have been very interesting. In the annual report of Colonel Carroll D. Wright, the commissioner of labor, which is made public today, the report shows that during the foregoing period Illinois had the largest number of establishments affected, both by strikes and lockouts, there having been 10,000 of the former and 1,500 of the latter. New York came second in the list, with 9,500 establishments involved in strikes and 723 in lockouts, and Pennsylvania third, with 8,200 strikes and 400 lockouts. The industries most affected by strikes during the seven and one-half years included in the report were the building trades with 2,380, stone quarries and cutting with 1,963, metals and metallic goods with 1,824, transportation with 1,227, printing and publishing with 600, boots and shoes with 577, furniture with 420, woolen goods with 400, and brick with 400 establishments; while those most affected by lockouts were the building trades with 1,900, stone quarries and cutting with 480, clothing with 431, brewing with 150, boots and shoes with 130, metals and metallic goods with 125, and transportation with 112 establishments involved. The total number of employees involved in the strikes and lockouts during the period covered by the report was 2,231,500, which is an interesting feature of the report in that the majority of the strikes and lockouts were local, these being 1,800 in number, and were, respectively, Illinois, Massachusetts, New York, Ohio and Pennsylvania. The strikes in this quarter of the whole number of establishments in the United States affected by strikes, while the lockouts were about 75 per cent of all those throughout the country. The report shows that these five states contained 51 per cent of all the manufacturing establishments and employed 70 per cent of the capital invested in the mechanical industries of the country, taking the census of 1890 as the basis of comparison. New York city the wage loss of \$1,000,000, exclusive of \$100,000 contributed to them by other commonwealths, while the loss to employers was \$1,000,000. In Chicago, where the strikes aggregated 528, the loss to employers reached nearly \$9,000,000, while that of the employees was nearly \$2,000,000. In Patterson, N. J., where the number of strikes was only 4, the loss to employers was more than \$1,000,000, as against \$100,000 for the employees. The total wage loss to the employees in twenty-five leading manufacturing cities was in round numbers \$53,000,000, while the loss to employers was something less than \$25,000,000. The number of lockouts as compared with the strikes for the same period was small in the aggregate, but the losses incurred were enormously increased. The total was 344 lockouts, with a loss of wages and reduction of hours to 1,100,000, while the loss of employers was nearly half that sum, or \$5,000,000. For the period covered by the report cut of the 4,326 establishments affected by the strikes, access to their demands was gained by the employees in 2,137; particularly in 1,734 establishments in London, 1,833 in the United States, and 1,833 in the United States. The result was for an increase of wages, and these represent 25 per cent of the whole number. The percentage of increase was 4 per cent for the increase of wages and reduction of hours; 4 per cent for the increase of wages and reduction of hours; 4 per cent for the increase of wages and reduction of hours; 4 per cent for the increase of wages and reduction of hours.

STARTLING FIGURES

Made by the Interstate Commerce Commissioners.

THE SEVENTH ANNUAL REPORT

Number of Employees 444 to Each 100 Miles of Road—Recommendations Made.

The Chicago Tribune analyzes the last report of the Interstate Commerce Commission as follows: The Interstate Commerce Commission has issued its seventh annual report on the statistics of railroads in the United States, this being for the year ending with the 30th day of September, 1894. The year the total mileage was 174,738 miles, being an increase of 2,871 miles during the year. The 1.27 percentage of increase during the year was due to the fact that the decreasing effect of which were otherwise shown by the fact that the 182 railroads in the hands of receivers were placed there during the year. These 182 railroads had a total of 6,813 miles of line, and a capitalization of 2,500 million dollars, and the aggregate mileage of the total railway capitalization of the country. At the date of the report all the lines in the United States had in service a total of 2,482 locomotives and 1,278,078 cars, of which 1,205,192 were in freight service. Each freight locomotive was credited with 4,677 tons carried one mile on the average, and each passenger locomotive with 1,444,400 passengers carried one mile. Total passengers carried 59,888,139 and freight 1,205,192 tons. The number of employees was 779,008, being 444 to each 100 miles of line, against 37,007 persons with an average of 315 per 100 miles of line. The total decrease in the number of employees was the greatest on those lines which had received the largest stimulus from the World's Fair business, and the cheapening of the cost of operating the lines suffered more than the more highly skilled employees. The saving in the pay-roll necessitated by the depression following the World's Fair was a reduction in the number of employees rather than a reduction in wages. The total stock capitalization of the lines was 4,834 million dollars, of which 4,101 million was "common stock," which is mostly "water." The funded debt was 1,205 million dollars, and the total debt 4,834 million dollars. This amounted to 49.2 per cent of the entire capitalization, or \$3.27 to the average mile of line. The total income from operations was 10,726 million dollars, of \$2,931 per mile of line. The stock on which no dividends were paid in the year ending with June, 1894, was 61.4 per cent of the total stock against 61.4 per cent of the total stock in 1890-91. No interest was paid on 17.1 per cent of the entire funded debt. The gross income from the operations of the year was 1,273 million, leaving 343 million after paying operating expenses. The latter were 930 million, or 73 per cent of the gross income, while the decrease in gross earnings was nearly 2.4 million, or 0.2 per cent of the gross income of the previous year, and the decrease in net income was nearly 10 million, or 0.8 per cent of the net income of the previous year. The report repeats the recommendations previously made by the commission in the statistics more complete and more useful. There are, in substance, the following parties which are required to make to the commission reports on the far to those now required from rail carriers: Express companies engaged in interstate traffic, owners of rolling stock used in interstate commerce, and owners of depot property, stock yards, elevators, etc., used by interstate carriers and carriers of interstate traffic. The commission also recommends that the carriers be called upon to make statements of freight earnings by freight classes.

FOR THE BRIDGE

Inhabitants of the Lewis and Clarke Have a Meeting.

Committee of Five Take Definite Action Looking to the Establishment of Letter Facilities.

At a meeting of the inhabitants of Lewis and Clarke, held at the residence of Mrs. E. J. Lyman, on Saturday, October 27, for the purpose of discussing road matters, H. S. Lyman was elected chairman and C. C. Dow clerk. After some discussion, a committee of five, consisting of H. S. Lyman, W. J. Ingle, E. F. Libke, William Larson and C. C. Dow, was delegated to attend the next session of the county court of Clatsop county, to urge upon the members thereof the importance of immediate action in regard to bridging the Lewis and Clarke and of providing means of crossing Young's bay from the terminus of the Clatsop and Young's bay roads near Willamette, and also to present to the aforesaid county court a copy of the following resolution, prepared by W. J. Ingle and unanimously adopted: Whereas, A county road has been granted by our honorable county court, and has been opened from near Young's bay to Clatsop Point, and, Whereas, About \$2,000 has been expended by private individuals and over \$1,200 by the county in building bridges; and, Whereas, The said county road is of but little use and benefit to the public, owing to the fact that the aforesaid county road does not connect with the Lewis and Clarke river, and also owing to the fact that the means of crossing Lewis and Clarke are inadequate and deficient, and they can be used only in the winter; and, Whereas, Large sums of money are yearly collected for state and county purposes from our people, and always to the benefit of the county; and, Whereas, A petition signed by over half of the representative wealth of Clatsop county was presented to your honorable body in July last past, asking that you would take immediate steps to bridge the Lewis and Clarke and Young's bay; and, Whereas, Our honorable county judges and county commissioner were directed, in a resolution made on the 11th day of July last past, to take immediate steps to bridge the Lewis and Clarke and Young's bay; and, Whereas, It is the duty of our honorable county court to take immediate action with a view to bridging the Lewis and Clarke river, and also bridging or putting on a steam ferry across Young's bay.

THE TELEGRAPH LINE

Is Making a Phenomenal Record for Breaks.

From some unknown cause yesterday another break occurred in the Western Union telegraph line, and from 8 o'clock in the morning until the time of going to press not a spark flew over the wires. It is unfortunate that the company has no protection on its wires, as they are not strung on a regular rig of wire and every wayfarer or wood cutter seems to feel privileged to cut down a tree and let it fall across the wire.

AN OLD ASTORIAN.

Hon. Jas. H. Price Lived Here 31 Years Ago.

Yesterday Hon. James H. Price, secretary of state for Washington, arrived in the city on a visit to his old time friend, Col. E. C. Higgins. Mr. Price was a resident of Astoria twenty-one years ago and at that time was connected with the custom house, under Collector Hale, an uncle of the present sheriff. He said that there was not as great a change as he expected to find, although the city had grown a great deal. Mr. Price will leave today or tomorrow for Ilwaco, and from there he will proceed to Olympia. The Salmon Statesman is on the trail of the county assessor. The receipts of the assessor for 1894 were \$2,818,181, and for 1895, up to October 1, \$2,900,510. It is thought the total will be \$3,000. In 1890 the cost was only \$2,500.

THE WINTER'S WORK

Plans for Railroad Construction by Cory Brothers.

NEW CAMPS TO BE STARTED

At Once by the Contractors—Another Hundred Men to be Added to the Forces Already at Work.

Mr. W. W. Cory, head of the firm of railroad contractors, was seen at his office yesterday up to his eyes in work. Many details devolved upon the managers of a large piece of construction work on a railroad and the Astoria-Globe road is no exception to the rule. Cory must be well and maintained, the provisions are to be provided and a regular hotel maintained in all of its details. The daily work on the road must be planned and overseen by competent foremen, all of the five stock and tools have to be taken care of, and each man has to know his duty and perform it at the appointed time. The various camps arranged for the winter's work and got the necessary tools in shape. About one hundred men are now engaged on the line and work will be pushed through the winter, regardless of weather. There is much construction, such as the tunnel and the cuts through rock, that can be done in the rain as well as in any other time. Tomorrow twenty-five more men will be started to work and about sixty-five new men will be added to the force. Work will be done on the line, and from the numbers now at work on the Upperport sewer under Contractor Fastabend, which job will be completed within ten days. Five more four-horse teams and the necessary number of men start out in the morning for the Noham to bring in the necessary material for the work. It will be rather a difficult matter, as they are scattered all along the grade just where they are needed. In a short time they will all be transferred to the new work. Contractors will be let by Mr. Cory as rapidly as the work demands it, and everything will be pushed as fast as the weather will permit. It is understood that Engineer Curtis will return in a day or two and that active measures will then be taken to go on with the bridge construction. Altogether some 40 per cent of the winter's work will be done during the winter in and around Astoria, and that large amounts of money will be disbursed through the general offices here.

ORIGIN EXPLAINED

Of "The Little Church Around the Corner."

Joseph Jefferson Directly Responsible for the Christening Unwittingly Given by a Clergyman.

A New York paper gives the following pathetic explanation of the origin of a popular expression: "The Little Church Around the Corner" has become more famous, yet very few know how it came to be called by that name, or that Joseph Jefferson was indirectly responsible for the christening. Upon the death of George Holland, the comedian, Mr. Jefferson, who was a personal friend, called upon his widow, and at her desire sought the minister of the church which she attended, with the request that he officiate at the funeral of Mr. Holland, as it was desirable that it should take place in a public place of worship in order to accommodate the many friends of the deceased who wished to pay their last respects to the dead. "Romancing," said Mr. Jefferson, gave me the impression that I had best mention the fact that Mr. Holland was an actor. I did so in a few words, and concluded by presuming that probably this fact would make no difference. I saw, however, by the restrained manner of the minister and the unmistakable change in the expression of his face that it would make at least him a great difference. After some hesitation he said he would be compelled, if Mr. Holland had been an actor, to decline holding the service at the church. While his refusal to perform the funeral rites for my friend would have shocked me under ordinary circumstances, the fact that it was made in the presence of the dead man's son was more painful than I can describe. I turned to look at the youth, and saw his eyes filled with tears. I was hurt for my young friend, and too indignant with the man to reply, so I rose to leave the room. I passed at the door and said: "Was I in this dilemma, is there no other church to which you can direct me from which my friend can be buried?" "He replied that there was a little church around the corner which I might get it done, so which I answered: "Then if that be so, God bless the little church around the corner," and so I left the house. The minister had unwittingly performed an important christening, and his hapless name of "The Little Church Around the Corner" clings to it to this day."—Marion J. Pike.

ROMANCE FOR NOVEMBER.

The November Romance contains one of Stanley Weymann's brilliant historical sketches, which are suitably illustrated. There is also an amusing story by W. L. Allen, entitled "Mr. Cutler's Surprise," which is a description of an over-confident conductor by run his train through a stranded schooner loaded with dynamite. Besides these more noteworthy stories there are interesting tales by Roddard Dewey, Marriott-Watson, Alma Merrill, and others, so that readers of the November Romance will find plenty of entertaining matter in its pages. Miss Virginia Fair, of New York city, is an expert ventriloquist.

WEALTH OF THE ROTHSCHILDS.

The wealth of the Rothschilds is said to have doubled within the last twenty years. It is now estimated at 1,600,000,000 francs, and it is estimated that in 70 years more it will amount to no less than 141,000,000,000 francs. It is scarcely possible for some financial rumors to come alive as vast a sum—\$25,000,000,000.

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

Advertisement for Oxo Baking Powder, featuring the text "Oxo Baking Powder" and "ABSOLUTELY PURE".