LATEST FEAT

EXCLUSIVE TELEGRAPHIC PRESS REPORT.

VOL XLV.

ASTORIA, OREGON, SATURDAY MORNING, MAY 2, 1896.

NO. 102

IN TELEGRAPHY

Chauncey M. Depew Will Try to Send

a Message Over 2400

Miles of Wire.

NIAGARA FALLS THE POWER

Interesting Description of the Houte Over

Which Dr. Depen's Epigram Will Travel

at the Opening of the Electrical

Exposition in New York.

eatures of the opening of the great

Niagara Falls electric power, taken

from an Eastern paper, will be found

Chauncey M. Depew expects to per

form on May 7 the greatest triumph of

to rival the famous first electrical

an epigrammatic sentence that is

electricity generated by the power

to demonstrate the triumph of electricity over distance. Telegraph wires and cables reach now to nearly all parts of the world, and some of them make single jumps of hundreds of miles, but everywhere throughout the telegraph and cable available.

lays, and messages are often repeated be-fore they reach their destination. With the power of Niagara Falls the greatest electric power in the world is

dinary telegraph wires of the Western Union Company. It will be made to de-monstrate that 475 miles is omparatively

nothing for electricity to jump.

Then Mr. Depew will make the great

trial of sending one continuous current around the world, or as hearly around the world as the cable lines will permit. His message, addressed to either E. D. Adams or F. W. Hawley, of the Niaguara

corporation, will be telegraphed from Madison Square Garden over 24,000 mles of cable and be received again in the same room, accompanied by the certifi-

same room, accompanied by the certifi-cates of telegraph managers at the vari-

ous points of land it touches. The electric tour will be over in a very few minutes, but just how long it is impos-

The message leaving New York will go over the Western Union cable to Pen-zance, England, thence onward to Lis-

over the Western Union cable to Penzance, England, thence onward to Lisbon, and underneath the Mediterranean sea, coming to dry land again at Sues, to run along the famous canal, and then diving under the Red sea to emerge at Aden. There, borne along by the power of Niagara, it will pass under the Indian ocean to Bombay, across India to Madras, and under water again to Singapore, on the Malay peninsula. The next place it will be heard of is in a desolate spot on the northern shore of Australia, and then in Melbourne and Sydney.

If there was a cable under the Pacific ocean Dr. Depew's epigram could make a circuit of the world completely by a long dive under the sea to San Francisco; but that cannot be done. Bo this message will rebound on its trait, and by running along the east coust of Africa reach Cape Town. Then it will jump to Lisbon again and start across the Atlantic ocean to Pernambuco, Brazil. South America will be the last continent touched, and with one more flash under the sea it will be back in New York.

"Dr. Depew was selected to cend this

York.
"Dr. Depew was selected to word this message," said Mr. Hawley vesterday, "because his fame has spread throughout the world more, perhaps, than that of any living American. We concluded, too, that if he could not clear the track for a grand flying tour of the world, then no one else could. The various telegraph and cable companies have generously entered into the project, and the message will demonstrate the great power of electricity in this direction."

THE RUSH IS OVER.

But Few Persons Leaving the Sound for the Northern Territory.

Port Townsend, May 1.—The fact that passenger travel to Alaska is falling off was evidenced today when the steamers Al-Ki and Willapa left for Northern ports. The former carried seventy-four passengers and the latter nineteen. Of the Al-Ki's passengers twenty-fact week-six week-six

the Al-Ki's passengers tweaty-six were Chinamen who will be employed in the salmon camery at Yes hay. The travel northward for the remainder

of the season will consist principally of

THE MARKETS.

Liverpool, May 1.—Wheat—Seot, quiet; demand, poor; No. 2 red winter, is 6½0; No. 1 hard Manitoba, is 6½0; No. 1 Cal-

fornia, 5s 6d. Hops, unchanged. Pertland, May I.—Wheat—Valley, @66:

sible to say.

of general interest;

modern electrical science.

For many days Mr.

where throughout the cable system there are

TRUSTEE SALE

Of the Fine Lines of Men's and Boy's Cloth ing, Furnishing Goods, Hats, Caps, Boots and Shoes, Trunks, Valises, Umbrellas, Blankets, Quilts, etc., at factory prices for cash, at one price to all alike.

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LE VERE & CO.

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cept Bunday.
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evening at 7 p. m.
Leaves Portland daily at 8 p. m., except Sunday. On saturday at 11 p. m.
WALLACK MAUZERY,
Agent.

Cheap

The Hop Lee Clothing Factory and merchant tailors, at 455 Bond street. and frommers made to fit perfectly. Every order punctually on time and

SOME OF THE

What Astoria's Transcontinental Road Will Do for Her in

TRAFFIC WITH THE ORIENT

Wealth of Trade With China and Japan Only in Its Infancy, and the Mouth of the Columbia the Natural Fort for Bandling It.

and Clatsop couny, and for that matter, few throughout the state of Oregon realine the great change that will take place in transportation matters when Astoria secomes one of the principal western tertined to Astoria, it is necessary to break bulk on all shipments either at Portland or Kalama. This necessitates the loss of time as well as involving additional expense to transportation companies. The business, and this one fact has in the past been one of the principal causes which has prevented the handling at this port of the cargoes of cast bound Ori-ental goods as well as the expert cargoes of wheat. Also, the full development of the immense timber belts in this terri-tory and the manufacture and shipment locally, within the state of Oregon, as well as to the middle and western states market of lumber and shingles has been prohibited for the same reasons. The river railroad will make a complete and most radical change in transportation matters, not only upon local business for this port, but upon export and import business, in which the state at large is

interested with Astoria.

chants on all classes of goods handled from eastern points. While in most cases there will be no radical change in the have the immense advantage of receiving goods in the same cars in which they are leaded in the east, and the satis-faction of reducing to the minimum op-portunities for damage to merchandise in transit, as well as much more effecthave the immense advantage of receiually enabling him to locate the cause and responsibility for damure.

On east bound business the principal

output from this territory is of course salmon. Every cameryman knows what a great advantage it will be to him to be able to load his goods directly into car which is to transport them to the car which is to transport them to Chicago, Pittsburg, New York, New Or-leans or Galveston. He gets a clean hill of lading, and has but one railroad com-pany to look to for the safe earriage of his property, the chances of loss and damage are reduced to the lowest possi-ble figure, and in case of stray goods. he has a complete system of well estab-lished principles over all rall lines through which to make tracing by letter or telegraph.

In the matter of the export of wheat from this state and western Washington, everyone who is posted knows that it has been a physical impossibility for the business to be handled at Astoria under the conditions prevailing in the past. It was easier and cheaper to tow the for-eign vessels up the crooked and shallow channel of the river to Portland where connection was made with the railroads, and where there were elevators for stor-ing and grading the grain, than it was rehandle the grain by river boat or berges to Astoria, and then go through the same process of grading and loading as could be done in Portland with only one handling. When the railroad is com-81.25 to 820 pleted to Astoria the cars of grain can just as easily be run through from East-rn Oregon and Washington and the Williamette Valley to Astoria, and elevated, graded and loaded into ships here as can be done in Portland.

While there have been operated in As-toria from time to time one or more saw-mills and small mills have been in operation in various parts of the county and across the bay at Knappton, yet the amount of lumber manufactured here has been but a patchen to what can and should be the output of this country with the tremendous forests behind it and the many accessible and navigable streams running from the different valleys to this next. While he is the stream of the s port. While it is true that during the years past a large quantity of lumber was manufactured and loaded upon foreign ships, yet it is equally true that immense numbers of sawlogs have been floated into this bay and towed up the river even as far as Portland, the lumber manufactured there and re-shipped to Astoria for home consumption. With the completion of the railroad into this point, there will of necessity be a great change in this branch of business. Already the Claisop Mill Company, with its usual progressiveness, has arranged for the enlargement of its plant, and will in a largement of its plant, and will in a few weeks have in operation one of Allis & Company's Milwaukes band saws which will increase its capacity many thousands of feet per day. Access will be had to all of the markets of the East upon the best possible rates, and in the vast territory complised in Nebraska, Kansas and Colorado, will be found almost limitless fields for disposing of surplus stocks. Shipment from this point to these markets has heretopoint to these markets has hereto-been an almost physical impossibil-Lumber and shingles will not stand, with advantage or profit to either manu-facturer of shipper, transfer from boat to cars; but when the cars can be loaded at the mill doors the commerce becomes both possible and profitable. Under pres ent conditions ninety-five sercent of the ships arriving at this port from foreign countries are for wheat loading and there has been little opportunity to charter them for lumber cargoes. Even vessels arriving without charters, or those which were unfortunate enough to lose their charters, have almost invariably waited until they could secure a cargo of wheat. In come instances, however, they have been ordered around to the Sound to load satisfaction guaranteed, Good goods lumber for South American ports. There has been little or no object in the past for the manufacture of lumber at this

point for foreign trade; but when this shall become the principal port and load-ing place for all ships, there will be pien-ty of business for half a dozen lumber

mills.

Already a beginning has been made in the manufacture of lumber for foreign trade. Two ships are now loading at the Skamokawa mills, with cargoes for Shanghai direct. These are only the precursors of the large trade sure to follow the development of affairs at the mouth of the river.

Oriental Traffic.

Another principal feature of the traffic that will pass through this port will be the trade with China and Japan. This trade is now but in its infancy, and what little of it has been landed in Portland because there was no gail connec-tion at Astoria. Articles have appeared in the recent issues of Eastern papers showing that energetic measures have showing that energetic dealers have been taken by Eastern merchants to take advantage of the wonderful markets of the Orient for American goods, as well as to increase the shipments from those countries to the United States. They have even gone so far as to make arrangements for an American board of trade or chamber of commerce in Japan to aid and control this business. Facts and statistics recently published in these columns, gave abundant evidence that manufactured articles from the United States when in competition with British goods, held the preference in China. And it was also stated upon good authority that British merchants fully realizing the odds against them, are in the habit of imitating the brands of American goods in order to sell their own products. With a railroad to Astoria it will not only be this port. Only the other day it was stated in the press that the O. R. and N. Company, through its connection with or four modern passenger and freight ocean greyhounds, to go into commission between the Columbia river and the Ori-ent not later than 1897. It is well known steamers are under consideration. Cou-pled with this, the tremendous natural advantages of this port over all others on the Pacific coast would naturally make it the point of exchange with Oriental steamers. The Astoria and Colum-bia river railroad, from the very nature of its recogniphical situation, will be akin to a belt railroad. Gver its rails will be handled the through cars of the North-ern Pacific, Great Northern, Union Pa-cific, Southern Pacific, Chicago, Burling-ton and Quincy, Chicago and Northwest-ern, Chicago, Milwaukee and St. Paul.

ton and quincy, change and St. Paul. Chicago, Rock island and Pacific, the Deriver and Rio Grande, and Missouri Pacific. In addition to this R is not improbable that within the near future and the Oregon Central, which is already in the possession of Mr. Hammond, a short line of railroad connecting at or near Boise, Idaho, with some one of the trans-Missouri lines already completed to the Black Hills and Montana, and headed for the Pacific Coast.

With these wonderful changes not only presenting but may of them sheady as

prospective but many of them already as sured, what wonder that Astorians have become enthusiastic over the future prospects of their city and the wonderful wealth of trade which it will con-trol. If the one half of the possibilities are realized, the wealth of a Crossus or a Monte Cristo will not begin to compare with the stream of traffic passing through the portals of the Columbia.

POWER OF THE PRESS. Newspaper Reporters Joshed a Congress man Out of His Speech

Congressman Crane, of Texas, who at one time was a leader of the house, enjoyed the favor of the newspaper who always reported his speeches. afternoon in the press club at Washington while discussing politics with a party of journalists he remarked on the fact that when some men spoke the gallery was cleared, but while he was on the was cleared, but while he was on the floor he could be sure of an audience of pressmen. He begged that they would be present next day when he expected to make the speech of his 'ife on the McKinley tariff bill. Next day the press gullery was full. Several speakers had been heard when Crane arose, but no sooner was he on the floor than all the newspapermen arose and fled out into the lobby. This was a joke on the Texan, but so disconcerted was he that he stammered, hesitated, cut his speech short, and sat down. Then the gang filed back into the gallery. The shock was so great that Crane never delivered another set speech, and, though a joker himself, seemed quite unable to see the fun of this on himself.

A LITTLE GIRL'S !DEA OF BOYS.

position on boys. Here it is:

'The boy is not an animal, yet they
can be heard to a considerable distance.

When a boy hollers he opens his hig
mouth like frogs, but girls hold their tongue till they are spoke to, and then they answer respectable and tell just how it was. A boy thinks himself clever because he can wade where it is deep, but God made the dry land for every living thing and rested on the seventh day. When the boy grows up he is called a husband, and then he stops wading and stays out at nights, but the grew-up girl is a vidow and keeps house."

LEAVING HIM TO HIS FATE.

Washington Star. "John," she said, "there's a burglar rying to get in the house."
"Is there?" was the uninterested reply.

"Yes. Aren't you going to do some "No, Maria. I'm a humane man, but if that fellow falls over Johnny's tin wagon and steps into a toy drum and gets frightened by treading on a rubber doll that says 'papa' and barks his shins the same as I did when I came here in the dark tonight, it'll be all his own fault. I don't feel called on to inter-fere with my advice or to offer a help-ing hand, for it won't be a deserving

A SURPRISE ALL AROUND

Grandma (who has just arrived for a visit)—Well, Freddie, I suppose your father was greatly surprised to get my telegram saying I was coming? Freddie—Yes; but mother was the most surprised. Grandma-At the glad news, I sup-

Freddie-No; at papa's language. The creation of a thousand forests is

WILD MAN FROM SOUTH CAROLINA

'Pitchfork Ben" Tillman Tore His Hair and Swore With Variations in the Senate.

RANTED ABOUT EVERYTHING

There Will Lither Be Free Silver or Bloodshed-Senators Hill and Sherman Treated Bim With Silent

Contempt. Washington, May 1.-The debate in the enate today was of a dramatic and sensational character, recalling the famous Ingalls-Voorhees contest of some years ago. Senator Tillman, of South Caroline, again brought his unique personality into the debate, his speech being the first of any length since his memorable maiden effort attacking public officials, high and low. While he spoke today the affect pitchfork recently presented to him in the West was consulcuously blunt words, characteristic of his utterarraigning President Cleveland he cabinet officers with unsparing

He also addressed himself personally to Senators Hill and Sherman, and drew from the former sharp rejoinders, while Sherman declined to be brought into the controversy with the South Carolina sen-Hill followed Tillman, answering the latter point by point. The New York sen-ator referred to the coming Democratic convention, declaring there would be no split, but that true Democracy would recognize the rule of the majority and keep the party intact, despite the threats

the party. Hill spoke freely and frankly of his difference with offices of the administration cussion of the naval bill, and said he had found, during his brief experience here.

of the South Carolina senator to leave

all other departments.
"It seems to be suffering from of the president to issue bonds for meetindirection what he would not do by direction. Addressing Hill, the senator declared caustically:

"You represent the people; yes, you do: you represent bondholders and bankers."

After criticising the bond issues, Till-man exclaimed: "If you force this thing such farther there will be repudiation of

bonds and interest, too."
"And if you can't have that," cooly suggested Hill, "I suppose you will have

'Yes; and blood will be on your hands." esponded Tillman. responded Tillman.
"I tell you, we are desperate," Tillman went on. "I have been through the West and I know how the people feel."

The senator drew a comparison be-

(Sherman).

"Grover Cleveland, John Sherman and John Carlisle are affinities. The question is, will the people be so damnably (colish as to trust them again?" Tillman refered to the Ohio senator (Sherman) and his associates in their "contemptible work." Sherman sat across the sisle approximate unwavel.

mighty restless."
At one point Tillman addressed a direct question to Sherman concerning the interests of the laboring people.

"Will the senator answer me that ques-tions" asked Tillman, pausing in antici-pation of a response from Sherman. But the latter looked directly at the South Carolina senator and remained in his seat without answering. The speaker stated that he expected to go as a delegate to Chicago and try to get the Democratic convention to "throw off its rottenness."

"If they do not do it," said Till "then I am going to take my hat and bid the senator from New York and all like him a long farewell. Where I'll go, I don't know. I can't got to Populism: Populism is only an explosion of wrath

Populism tried too much and spattered themselves on the wall." The senator declared that Democracy was on its final trial. If it did not pro ice for sliver at Chicago it was gone

concluded, dramatically, "but, so help me God, we will serve notice on you that our slogan is 'America for Ameri-cans' to hell with Britain and her to-"If we don't defeat you this year, we

AGAINST FOREIGN BUILT YACHTS. Committee on Merchant Marine and Fisheries Recommends the Payne Bill.

Washington, May 1.—Representative Payne, of New York, chairman of the Payre, of New York, chairman of the house committee on merchant marine and fisheries, has filed his report on his bill for the protection of American yacht owners and shipbuilders. The re-port, after quoting the present law by which yachts belonging to egularly or-ganized clubs are exempted from port charges and tonnage dues, and the amendment, depriving such yachts when owned or used by Americans from these provisions, continues:

This section has been the law since 1870, and during the latter part of this time many have become members of for-eign yacht clubs and have procured the building of steam yachts in foreign shippards. They have also brought them to this country and have been enabled under this statute to use them with the payment of any duties, tonnage, taxes, or port charges, and have used them as freely here as though they had employed American labor and American ship yards in their construction. They have sailed them under the American flag, and while there is no law to authorize such use of the flag there is no law to prevent it. It has been the American policy to exclude every foreign built ves-

sel from American registry. Under this policy we have the finest shippards in the world. No nation can boast of better built ships than those of the American

American liners are equal to any "The American liners are equal to any that cross the ocean and English yachtsmen have tried in vain for years to construct a salling yacht that could win a race from those of American build. Ther is no reason why we cannot construct steam yachts of equal superiority. There are now being built abroad for American owners four of these large steam yachts, for which from \$1,000,000 till go to English workmen. to E.00,000 will go to English workmen. The money should go to our own citizens or, at least, the revenues of the govern-ment should be increased by the tariff and tonnage duties on these vessels as well as upon all like articles of import that are brought into the United States." The committee recommends the passage of the bill.

TRADE CONDITIONS

The Week Has Not Seen the Expected Gain in Prices.

business, but advices indicate that on the whole the prevalent feeling is that the gain is less than there was reason to expect. While retail trade has been active enough to materially lessen stocks and obligations, and thus prevent a great many threatened embarrasments, it has not yet brought enough new business to mills or factories to prevent de-creases of unfilled orders and the closing of some works. Substantially the same state of affairs exists in all great inconsumption appears in the fact that the general range of prices for commodities, farm and mine, as well as manufactured products, is nearly one per cent lower than it was April I, and the lowest ever known, the decline since October, 1892, being 16.7 per cent.

The failures for the week have been 238 in the United States against 121 last

CHANGES IN FOOTBALL RULES.

New Haven, Conn., May 1.-The com-New Haven, Conn.May 1.—The committee from all the leading Eastern colleges, having in charge the revision of the playing rules for the coming football season, have finished their labora. The rules prescribe that at least five men must be in the acrimmage line when the ball is put in play; that no more than five men shall be behind the tine at the snapback, and that momenline at the snapback, and that momentum plays shall be forbidden. The fair catch rule for 1883 is given as that for

NEW YORK TIMES IN TROUBLE. W. R. Hearst Is Probably Putting up too

New York, May 1.—On application of Charles L. Miller, Sdward Garey and Frank D. Root, a majority of the directors of the Times Publishing Company, Justice Andrews in the supreme court today appointed Alfred Ely receiver for the company, and John H. Judge referee in the proceedings brought by the same parties for dissolution. The settitoners state that the capital stock and I know how the prople feel."

The senator drew a comparison between Andrew Jackson and Grover Cleveland. One was a man of the people add, "but Cleveland stands as a tool of classes," adding that the president represented only money—the almighty dollar. The president had no policy except the policy of the secator from Ohio (Sherman).

Life in San Francisco.

San Francisco, May 1.—George Green, "Young Corbett," made the fight of his life and got the decision in the tenth work.

"Perhaps you bamboozle people," he said, addressing Sherman. "The fools are not all dead yet, but they are getting are not all dead yet, but they are getting most every round.

"The fools tonight. The fight was fast from the start, with Green the aggressor in almost every round."

FACTION REPUBLICANS.

Seattle, May 1 .- The Senator Squire and Burleigh factions in the Republican par-ty, which have been making such a hard fight to contest the primaries tomorrow, in the interest of their respective candidates, are lying on their arms tonight, both claiming victory in sight. An im-partial survey of the situation indicates that Burleigh will win.

THE SHAH ASSASSINATED. Shot and Killed in Teheran by a Revolutionary Fanatic.

Teheran, Persia, May 1.-The Shah of Persia was shot and killed today by a

revolutionary fanatic. GEORGE W. SMALLEY.

George W. Smalley, the American cor-respondent of the London Times, who was recently suspended from the Metro-politan Club in New York for reasons which are not confided to the world, while representing the Pribane in Lon-don, was very fond of the nobility; and is is said he dearly loved to be seen with a lord. Vanity says that when an invitation was received by any of the cor-respondents to a "small and early" af-fair, it was generally supposed to mean an earl and Smalley.

FEARED A PROPOSAL.

"Er-will you," asked he of the maid,
"Have a glass of soda or lemonade?"
And then the maiden, blushing red:
"I think I'll take a pop," she said. The youth turned red, the youth turned white.

And then he fled, far through the night.

-Cincinnati Enquirer. Treason is like diamonds; there is nothing to be made by the small truder.

Douglas Jerroid.

Here is a day now before me; a day is a fortune, and an estate.—Emerson. Highest of all in Leavening Power.- Latest U.S. Gov't Report

Walla Walla, 57958.

ourists and business men.