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EXCLUSIVE TELEGRAPHIC PRESS REPORT.

VOL. XLV.

ASTORIA, OREGON, SATURDAY MORNING, JULY 13, 1896.

NO. 168



SPECIAL

To more fully satisfy creditors with their money than in the past three months, on account of the strike, and to reduce expenses, the

Trustee has instructed me to take charge again as his agent, and to crowd things, which do by selling all lines from date at cost to manufacture.

I. L. OSGOOD, Agent

506-508 Commercial St., Astoria, Or. For the One-Price Clothiers Hatters and Furnishers.



Children's Wagons, Baby Carriages, Base Ball Goods, Fishing Croquet Tackle, Sets Garden Tools

GRIFFIN & REED
CITY BOOK STORE

Our Handy Wagon... Combines all the features of the child's plain wagon and a velocipede, and, all things considered, costs the consumer less than either. So desirable, convenient and satisfactory has it proven, that, as a ready "seller," it has no equal. We take a special pride, too, in delivering the same promptly and in faultless condition to the trade.

HARDWARE, GRANITE WARE, ROPE, STOVES, IRON PIPE, TERRA COTTA PIPES, BAR IRON, STEEL, CANNERY SUPPLIES, LOGGERS' TOOLS

AT PRICES THAT DEFY COMPETITION

SOL OPPENHEIMER
Trustee for the late M. C. CROSBY

Call and Be Convinced

COLUMBIA IRON WORKS

Foundrymen, Blacksmiths, Machinists and Boiler Makers

Manufacturing and Repairing of all Kinds of Machinery.

Iron and Brass Castings. General Blacksmith Work

SPECIALTIES - Welch Patent Wheel, Ship Smelting and Steamboat Work, Cannery and Mill Machinery, Marine and Stationary Boilers Built to Order.

Specialty equipped for Loggers' Work. Located on 18th and Franklin (Scow Bay Foundry). Phone 78. Correspondence solicited.

CONVENT OF THE HOLY NAMES.

Astoria, Oregon.
FRANKLIN AND SIXTEENTH STS.

Opening of a Day and Boarding, Primary, Grammar and High School for Girls by the Sisters of the Holy Names of Jesus and Mary, from St. Mary's Academy and College, Portland, Oregon.

SEPTEMBER 7, 1896

Particular attention given to instruction in the different branches of Music, Drawing and Painting.

For further particulars write for Prospectus or apply at the Academy to Sister Superior.

FOARD & STOKES COMPANY... Wholesale and Retail

STAPLE AND FANCY GROCERIES

FRESH FRUITS AND VEGETABLES RECEIVED DAILY.
BACONS, HAMS, AND ALL KINDS PRESERVED MEAT AND FISH.
SEPARATE DEPARTMENTS FOR HARDWARE AND CROCKERY WARE

UNCLE SAM'S WHITE SQUADRON

Is Now Represented in the Columbia River by the Philadelphia.

FLAGSHIP OF THE PACIFIC

Visits Astoria on Her Way to Portland. Where She Will Spend a Forfeit—She Will Be Here Two Days on Her Return.

The U. S. S. Philadelphia, flagship of the Pacific squadron, made its entrance into the Astoria harbor early yesterday morning. Salutes were fired and whistles blown to announce the arrival of this handsome cruiser. Admiral Beardslee was personally in command, and brought his vessel to anchor opposite Flavel's dock at 8 o'clock. Pilot Woods brought her in from the sea, and River Pilot Patterson took her up stream at sharp 5 o'clock last evening. While waiting for the tide the day was spent in Astoria cleaning up and making all preparations for her entrance into Portland. No visitors were allowed on board except a few personal friends of the officers, United States officials and representatives of the press. Admiral Beardslee was quite unwell during the day and remained in his quarters most of the time. A dinner party had been arranged for him on shore by Dr. M. M. Walker, but at the last moment the admiral had to send his excuses.

The Philadelphia is a protected cruiser of about 5000 tons displacement, with armored conning tower. She is 335 feet in length, 48 feet 6 inches beam, drawing 23 feet forward and 23 feet 6 inches aft. She is fitted with all of the latest electrical improvements, lighting and signal apparatus, search lights, etc. She carries twelve six-inch rifled guns in her main battery, six 6-pound Hotchkiss rapid-firing guns, Gatling guns and other arms. She has six different methods of steering by steam, and if these are all shot away in action, the apparatus can be disconnected and the steering done by hand beneath the protected deck. The signals from the bridge to the engine room are transmitted by electricity and the orders are repeated to the commanding officer by the same method. There are ninety-seven water-tight compartments in the ship, which make her absolutely safe in case of accident in battle or otherwise. She is propelled by two sets of triple-expansion engines, of 10,500 horsepower, operating twin screws. A complete machine shop, printing office, hospital, dispensary, dynamo room, and other special departments are among the particularly interesting features of the vessel. The galleys, mess rooms and quarters for the men are models of neatness. The admiral's quarters are on the upper deck, and the ward room, with the captain's private quarters and the accommodations for the junior officers on the lower deck are very handsome apartments almost equal to those of an Atlantic liner. A library and reading room add to the comfort of the men, and at every port the latest daily papers from all over the country are received and placed on file. The fresh water for daily consumption is distilled from common sea water at the rate of 1200 gallons a day, and this is in form.

In conversation with an Astorian representative who visited the flagship, Surgeon Healer stated that the vessel was one of the most comfortable in the navy, and that all her men were well contented with their quarters. She carries 400 men all told—30 officers and 370 non-commissioned officers, seamen and marines. Captain Cotton has a large family under his control and takes good care of them. The Philadelphia paid 19.86 knots per hour on her trial trip just before she was turned over to the government by the Cramps, her builders. On a long distance cruise, covering some 12,000 miles, she made the remarkable record of twelve knots per hour, average time. The mascot of the ship is a little black and white dog named "Gore." The commander states that about seventy-five per cent of the line officers of the navy today are graduates of Annapolis, and that the percentage is increasing. The vessels belonging to the Pacific squadron are the Philadelphia, Bennington, Alert, Monterey, Mohican, and the Boston. They will all meet at Port Angeles for regular squadron drill, about the first of August. They will be put through target practice and fleet maneuvering.

The following are the commissioned officers of the flagship Philadelphia: Rear-Admiral L. A. Beardslee, U. S. Navy, commander in chief; personal staff, Lieut. G. M. Stoney, flag lieutenant; Ensign A. L. Willard, flag secretary; Captain C. S. Cotton, commanding officer; Lieutenant commander, R. R. Ingersoll; Lieutenant, T. S. Phelps, Jr.; Lieutenant, A. G. Winterhalter; Lieutenant, G. W. Brown; ensign, R. E. Coontz; ensign, G. N. Hayward; ensign, E. H. Campbell; naval cadet, D. W. Wartsbaugh; naval cadet, O. C. Wettengel; naval cadet, K. Tozer; naval cadet, T. A. Kearney; naval cadet, A. McArthur; medical inspector (fleet) J. A. Hawke; P. Asst. Surgeon, F. A. Hepler; Asst. surgeon, R. K. Smith; paymaster (fleet) Wm. J. Thomson; chief engineer (fleet) John Lowe; P. Asst. engineer, E. A. Sampson; P. Asst. engineer, F. H. Conant; Asst. Engineer, H. B. Price; naval cadet (Eng. Div.) G. S. Lincoln; chaplain, W. E. Edmondson; captain of marines (fleet), R. Dickins; second lieutenant of marines, A. S. McLemore; pay clerk, F. W. Symonds; pay clerk, M. J. O'Brien; boatswain, T. Sheehan; gunner, H. A. Ellis; carpenter, Otto Barth.

Upon her return from Portland the Philadelphia will spend several days in Astoria and the general public will be received on board.

FOOTBALL

All arrangements have been completed for the big game of football between Astoria and the creek team of the state of Washington—the Ilwaco—today at Smith's Point, and the large crowd that will go to witness the match will be well cared for. The Ilwaco team, with a host of their supporters and rooters, will be in this city early this afternoon. They are bringing with them two colored mascots who boast that their favorites have never lost any game at which they have been present. The steamers Dwyer and Iris will leave Astoria for Smith's Point at 2 and 2:30 p. m. sharp, for the accommodation of the public. The steamer will leave from the Dwyer dock. The game will start promptly at 3 o'clock. A very small charge has been made for admission to the gates and the return trip on the boats. Mr. Peter Grant will act as linesman for Astoria and the referee will probably come from South Bend, though the visiting team are perfectly willing to trust to the services of Mr. F. M. Gunn. The following represent the A. F. C.:

Forwards—C. H. Higgins, R. Gibson, D. Kinzie, J. Johnson, H. Bell; half-backs—E. W. Crosby, J. Meschan, R. C. F. Astbury; full backs—Geo. Smith, A. Bartholomew; goal—J. R. Rathum, Substitutes—C. T. Crosby, Geo. Ohler, D. McLean, R. McLean, B. Morrison.

The Ilwaco team includes J. Wilson, J. Murray, Hunter Kinzie, D. Marguam, and Seaborg, five of the best football players in the northwest, and the balance of the team are very strong. Today's match will be Astoria's first league contest, and if the home team win they will be even with Ilwaco in the running for the cup and gold medals. Ilwaco having already won one game from South Bend.

The E. L. Dwyer leaves for the football grounds at 3 o'clock sharp this afternoon. The Iris leaves at 2:30.

SENATOR WILSON FOR FREE SILVER

But Until the Nations Agree He Thinks the United States Cannot Go It Alone.

HE WILL SUPPORT MCKINLEY

Democrats Do Not Seem to Seek a New Issue for the Campaign—Voted for Free Silver Because of His Constituents.

Seattle, July 12.—Senator John Wilson was in Seattle today, from his home in Spokane. Eastern Washington is the heart of the free silver sentiment of this state, but the senator is strong for McKinley and the Republican platform. In an interview today he said:

"In view of the terrible experience of the past three years it readily will be seen that it will be absolutely necessary for the Democratic party to seek a new issue upon which it might go before the people in the coming campaign. However, the issue is made, and it must be squarely met. I am and always have been a bi-metallicist, but I have always had and still have serious doubts as to the ability of the United States to maintain the free coinage of silver without the co-operation of at least two other great European commercial nations. I do not think the co-operation of England essential to an international agreement. I think Austria, Germany, France and the United States could successfully maintain such a policy. I have cast every vote since I have represented this state in the senate for the free coinage of silver. I have so voted because I desired to give expression to the views of the people of the state of Washington, as I understood them. I now think I have a right to go upon the stump of the state of Washington and ask those whose advice I have been following, and whose petitions I have been heeding, that they stand in line with me for the Republican ticket, and trust to the intelligence and patriotism of a Republican administration to solve this question through the medium of international agreement.

"Friends of silver in the Republican party can make no successful fight for silver unless they remain in the Republican ranks and give their aid and support to those who stand in the foreground."

BRADSTREET'S REPORT.

Encouraging Features of Trade Shown by Comparison.

New York, July 12.—Bradstreet's tomorrow will say:

Nearly all the general merchandise markets continue dull and the volume of business is smaller than anticipated. Little or no disposition is shown to engage in new enterprises, both city and country merchants continuing to purchase with more than usual conservatism, in view of the unsettled financial outlook and the low range of prices.

The total number of business failures in the United States this week shows an increase of 25 compared with 219 last week. When contrasted with the corresponding week in 1895, the increase during the past business days is 41, and with the second week of July, 1894, the current week's increase is 43. During the corresponding week of 1893, however, in the middle of the panic, there were more than twice as many failures as this week. Among other favorable features are the relatively encouraging reports concerning trade at nine business centers.

SEATTLE GETS THE PLUM.

Seattle, July 12.—The announcement from St. Paul that the contract had been signed there between the representatives of the Big Japanese steamship line, Nippon Yusen Kaisha, and President Hill, of the Great Northern, whereby Seattle is made the American terminus of the steamer line, has caused great rejoicing here. The Nippon Yusen Kaisha is the royal mail steamship company of Japan, and has in the neighborhood of fifty vessels, representing 50,000 tons carrying capacity. They are building at the present time in England ten ships of 5000 tons each, bringing their total carrying capacity up to about 100,000 tons.

The contest to secure this prize was between Seattle, Tacoma, Portland, San Francisco and San Diego.

NEW TIME CARD.

The Pacific Journal says that the Irregular, Rambling and Never-get-there Railroad makes all points on the north peninsula between Ilwaco and Nahcotta some time during the day unless unavoidably detained by running off the track. The train leaves Ilwaco dock when it gets ready, and arrives at Nahcotta when it gets there. Connections not guaranteed. Details of the special accommodations furnished by the line, the Journal promises to give in its next issue.

MONEY LOANED.

First mortgages on Improved Farm Property Negotiated. We are prepared to negotiate first mortgages upon improved farms in Oregon, Washington and Idaho with Eastern parties and foreign capitalists at the usual rate of interest. Mortgages renewed that have been taken by other companies, now out of business. Address (with stamp) MERVIN SWORTS, Baker City, Oregon.

FOR GENERAL ARBITRATION

Correspondence Between Lord Salisbury and Secretary Olney Is Made Public.

QUESTION STILL IN ABEYANCE

Venezuelan Dispute Unsettled, and an Early Settlement Is Not Expected—British Indisposed to Include Territorial Disputes.

Washington, July 12.—The correspondence which passed between the governments of the United States and Great Britain respecting the establishment of a general system of arbitration which might arise between the countries, and also for the settlement by arbitration of the dispute over the Venezuelan boundary, has been made public in the shape of an even dozen letters which have been exchanged between Secretary Olney, Lord Salisbury, Sir Julian Pauncefote and Ambassador Bayard.

The correspondence is of great interest in marking a sensible advance toward the adoption between the two English speaking nations of a principle of arbitration as a means of settling disputes between themselves, but the persons who have looked forward with hope and expectation to a speedy conclusion of the treaties embodying the arbitration principle for a settlement of either or both of the great open issues between the two nations, are doomed to disappointment, for at the date of exchange of the last note, the one from Secretary Olney to the British ambassador here, dated within the month past, points of the most vital nature in the case, not only of the Venezuelan question specifically, but of the general arbitration proposition as well, were still the subject of discussion without much expectation of an early adjustment. The notable features of the correspondence are the fact that whereas Bayard, by instruction of Secretary Olney, proposed negotiations at Washington respecting the Venezuela boundary dispute, Lord Salisbury broadened it into a general arbitration scheme, following the lead set by the late Secretary Gresham in the spring of 1895, and that Secretary Olney later insisted upon disassociating the matter, evidently fearing an entangling alliance otherwise; that as to general arbitration, the issues which still pre-occupied him were still the subject of discussion, but a far more important factor has been the feeling that the financial future is still uncertain. This acute attack of doubt, coming at a time when business is for other reasons seriously depressed has made the week unusually gloomy in speculative circles.

DUN'S REPORT.

New York, July 12.—R. G. Dun & Co.'s Weekly Review of Trade will say tomorrow:

Disapproval of the action of the Chicago convention has had some influence in the markets during the past week, but a far more important factor has been the feeling that the financial future is still uncertain. This acute attack of doubt, coming at a time when business is for other reasons seriously depressed has made the week unusually gloomy in speculative circles.

SPAIN'S PURCHASE OF SHIPS.

Madrid, July 12.—In an interview this morning with the minister of marine, he said that the purchase of a cruiser at Trieste has not been concluded, the Austrian government, to whom the cruiser belongs, refusing to sell.

The question of purchasing the other two cruisers at Genoa will be decided at the cabinet council on Sunday.

THE NEW O. R. AND N.

Portland, Or., July 12.—Mr. E. McNeill was today elected president of the re-organized Oregon Railway and Navigation Co. The new company will probably take charge of the property August 1.

AMERICANS WIN.

London, July 12.—In the game of cricket between the Repton Grammar school eleven and the team from Haverford College, Pennsylvania, Haverford won the innings by 27 runs.

NEW PROPOSITION.

Big Insurance Company Makes a Good Offer.

Deposit \$50 per annum for twenty years; then draw \$200 per year for balance of life, and principal will be paid at death. "Special Income" Policy, issued exclusively by The Mutual Life Insurance Company of New York. Founded 1843, purely mutual, assets \$221,213,721.33.

This investment can be purchased by ten annual payments, or by single premium if preferred. Send exact date of birth to Wm. S. Pond, State Manager, 494-5-6 Oregonian Building, Portland, Oregon.

BRYAN AT HOME.

Lincoln, Neb., July 12.—Amidst the uproar and booming of cannon, the pealing of church bells, screaming of steam whistles and the shouts of 20,000 people, William J. Bryan, the Democratic nominee for president, entered this evening. It was an ovation the like of which the people of this part of the country never before witnessed. Half the population of the city was at the depot to welcome him. It was a non-partisan reception. The mayor of the

IMMIGRANTS.

Washington, July 12.—A statement prepared by the commissioner of immigration shows that the number of immigrants who arrived in this country during the fiscal year ending June 30, 1896, to have been 343,267, as compared with 258,536 during the fiscal year ending 1895. Of the whole number 212,466 were males and 130,811 females. The countries from which the immigrants come are given as follows:

Astro-Hungary, 65,193; Italy, 64,990; Russia, 32,132; Germany, 31,885; United Kingdom, 64,637; all other countries, 61,466.

The whole number debarred and returned during the year was 2933.

VENEZUELA'S DENIAL.

Caracas, Venezuela, July 12.—The government denies the assertion made in a cable dispatch received here today, that the United States government has expressed disgust at the interruption of arbitration negotiations caused by the arrest of Mr. Harrison, the British crown surveyor.

The same message says that Great Britain will demand pecuniary satisfaction, as in the Yuruan incident.

Minister Rojas says the foreign relations of the government are unchanged.

WILL GO ANYWAY.

Denver, Col., July 12.—Ex-Governor Waite having declared himself to be a supporter of the Democratic candidates nominated at Chicago, the contesting delegation from Colorado to the Populist convention at St. Louis, of which he was chairman, has deposed him from that position and elected A. R. Southworth in his place. Waite will go to St. Louis, however, to work for the endorsement or nomination of Bryan and Sewall.

ROUTE RESIGNS.

Spokane, July 12.—Major E. A. Routh, a Republican of forty years' standing, has resigned as the Stevens county member of the Republican state central committee. In his letter of resignation to Chairman Sweetland he says the party has departed from its former principles and he refuses to remain with it for political expediency.

THE MARKETS.

Liverpool, July 12.—Wheat, spot, quiet; demand, poor; No. 3 red winter, 5s 15d; No. 1 California, 5s 4d.

CLATSOP BEACH.

Take steamer E. L. Dwyer at 7:15 a. m. and 3:15 p. m., and steamer Potter on arrival from Portland about 6 p. m., for Clatsop beach.

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

Royal Baking Powder

ABSOLUTELY PURE