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Expense and worry
How?
An "Ad"
In The Astorian's
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EXCLUSIVE TELEGRAPHIC PRESS REPORT.

VOL. XLV.

ASTORIA, OREGON, SATURDAY MORNING, AUGUST 22, 1896.

NO. 209

... THE GREATEST ...

PLACE OF AMUSEMENT

On the Pacific Coast

THE LOUVRE

One Cannot Be Said to Have

SEEN ASTORIA

Until He Has Visited

The Louvre!

Pool Tables
Billiard Tables
Excellent Music

Finest Wines and Liquors

IN THE CITY

... UNEXCELLED ...

Orchestral Music!

The Louvre

Corner Seventh and Astor

August Erickson, Proprietor

The Lightest Store In Town

Our Customers can see what they're buying.

A Father's Advice.



My son, save your dollars, and fortune will crown your economy.

Don't pay \$15 or \$17.50 for a suit of clothes when you can buy the same suit for \$11.50 at Herman Wise's store.

Herman Wise's suits are made by the leading manufacturers; they are trimmed with strong lining, they are sewed with silk, they are guaranteed to fit, and Herman Wise will keep in repair for one year any suit bought at his fine store.

Young man, buy a \$11.50 special suit at

Jumping Mad!



A well known gentleman was mad the other day; why? Because he paid \$17 for a suit of clothes in one of the stores and afterwards found that Herman Wise is selling better suits at \$11.50 each.

His didn't fit. Wise's are guaranteed to fit. His was sewed with cotton. Wise's are sewed with silk. His had coarse lining. Wise's are lined with Farmer satin. He paid \$15 for his suit. Wise charges only \$11.50 for better suits and keeps any suit bought in his store, in repair for one year. Buy one of Wise's special \$11.50 suits at

HERMAN WISE,

The Reliable Price Clothier.

Commercial Street,
Opposite Palace Restaurant.



Children's
Wagons,
Baby
Carriages,
Base Ball
Goods,
Fishing
Tackle,

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.

Croquet
Sets
Garden Tools

GRIFFIN & REED
CITY BOOK STORE

HARDWARE,

GRANITE WARE, ROPE,
STOVES, IRON PIPE, TER-
RA COTTA PIPES, BAR
IRON, STEEL, CANNERY
SUPPLIES, LOGGERS'
TOOLS

PLUMBING
TIN WORK
JOB WORK

AT PRICES THAT DEFY
COMPETITION

Call and Be
Convinced

SOL OPPENHEIMER
Trustee for the late
M. C. CROSBY

Oregon State Normal School

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A Training School for Teachers. Senior Year Wholly Professional.

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Grades from reputable schools accepted. Catalogue cheerfully furnished on application.

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COLUMBIA RIVER IS THE HARBOR

Where Will Be Handled the Shipping of the Coast of the Great Northwest.

HOW ASTORIA WAS NAMED

John Jacob Astor's Expeditions—Engineer A. S. Schenck's Opinion of the Harbor and its Possibilities—Success Crowns Astoria's Effort.

Convinced that a fortune awaited commercial investments in the far west on the North Pacific coast, and that the fur trading of that region should not be left to the Hudson Bay Co., John Jacob Astor, in New York, in June, 1810, drew up articles of agreement between himself and Mr. Alexander McKay, who had accompanied Mackenzie in his expeditions to the northwest coast of America in 1793 and 1795. Duncan McDougall, Donald McKenzie and Mr. Wilson Price Hunt, of New Jersey, for the purpose of fitting out expeditions by land and sea to the mouth of the Columbia and establishing a fur trading station there, as well as a line of stations across the continent. The firm name under which these gentlemen were associated was "The Pacific Fur Co." Mr. Astor was to be the head of the company and manage its affairs in New York. He was to furnish vessels, goods, provisions, arms, ammunition, and all other requisites for the enterprise at first cost and charges, provided they did not, at any time, involve an advance of more than four hundred thousand dollars. The stock of the company was to be divided into a hundred equal shares, with the profits accruing thereon. Fifty shares were to be at the disposition of Mr. Astor, and the other fifty to be divided among the partners and their associates. Mr. Astor was to have the privilege of introducing other persons into the connection, as partners, two of whom, at least, should be conversant with the Indian trade, and none of them to be entitled to more than three shares. Annual meetings of the company were to be held at the Columbia river, and the association, if successful, was to continue for twenty years, with privilege to the members of abandoning and dissolving it within the first five years, should it be found unprofitable. For this term Mr. Astor covenanted to bear all the loss that might be incurred; after which all the partners were to bear their due proportion. Mr. Hunt was chosen as resident agent on the northwest coast for the first term of five years. Such are the leading conditions of Astoria's great expeditions which resulted in the founding of Astoria at the mouth of the Columbia.

Mr. Astor was first imbued with the idea of his undertaking by the reports made of the government expedition under Lewis and Clarke, who in 1804 succeeded in ascending the Missouri, passed through the stupendous gates of the Rockies, hitherto unknown to the white man; discovered and explored the upper waters of the Columbia, and followed that river down to its mouth, where their countryman, Gray, had anchored about twelve years previously. Astor's scheme was to establish a chain of trading posts along the Missouri and the Columbia, to the mouth of the latter, where was to be founded the chief trading house or depot. Up to the time of 1792 little or nothing was known of the Columbia river, but in that year Captain Gray, of Boston, entered the river in the vessel Columbia. Soon a number of vessels were engaged in trading along the coast and disposing of the furs in China, where Capt. Cook the great navigator, discovered they were very valuable. The Hudson Bay Company also was not long in establishing itself on the Columbia.

The expeditions were planned by Astor in the furtherance of his great scheme, one by sea, the other by land. The former was to carry out the people, stores, ammunition, and merchandise, requisite for the purpose of exploring the line of communication across the continent, and noting the places where interior trading posts might be established. Under the leadership of Mr. McDougall who was empowered by Astor to act for him in the absence of Hunt, the other partners, with clerks, artisans and a full supply of stores, set out on the ship Tonquin, Capt. Thorn, on September 8th, 1810. After a hard voyage they arrived in the Columbia March 22, 1811. On the 12th of April Messrs. McDougall and Stuart decided to pitch the new trading post on Point George and named it Astoria. They were assisted in their explorations by old Kink Concomly, chief of the Chinooks.

The expedition by land, under Mr. Astor's principal agent and deputy, Mr. Willson Price Hunt, was fitted out in Montreal and commenced its perilous journey by canoe from that place in July, 1810. The route was up the St. Lawrence, the great lakes and down the Mississippi to St. Louis, thence up the Missouri. After securing additional supplies and men the party left St. Louis October 21st. After a journey filled with tremendous hardships and many dangers the party of intrepid

pioneers rounded Tongue Point on the 15th of February, 1812, coming down the Columbia in their canoes, and sighted the other members of their company already established in Astoria.

The early history of Astoria is most interesting. It already had a reputation as a fishing station which was destined to grow with time. The limits of an article like this will not permit the following of the details of the young town. In 1875, nearly a hundred years after the establishment of trade on the Northwest coast, was discovered the wonderful value of the great Chinook salmon when preserved in tins, and the little town, then of about 2000 people, immediately jumped to a city of 10,000 inhabitants. Its preserved salmon is today the leading brand on the markets of the world and brings an annual income to the city of millions of dollars. Within a radius of fifty miles from Astoria millions of feet of the finest timber in the world stand in the primitive forests; its farm lands produce all that can be desired in abundance and at its door is the most magnificent fresh water harbor for deep sea vessels to be found on this continent. Much of the wheat of Oregon and Washington already finds its way through the Columbia, and this year's fleet of steel ships now numbers sixty-six. It was found twenty years ago that to develop the great resources of this country, and establish a lucrative traffic with the Orient, it would be necessary to build a railroad to connect Astoria with the rest of the world. Ever since her citizens have been at work on the proposition, but many unfortunate circumstances hampered their movements.

In 1892 Mr. Archibald A. Schenck, chief engineer of the New York Central Railroad, made an elaborate survey of the mouth of the Columbia river and the transportation problems presented. His findings were embodied in an exhaustive report from which the following interesting extracts are taken: "The world has been and is being enormously taxed yearly through a few mistaken ideas concerning commercial seaports. One of these is that such a commercial port is merely a shipping point, and that relative costs of transportation decide its growth and supremacy. The higher idea of fitness for being a great mart of trade, a great commercial exchange, is overlooked, and the only thing considered is, how far inland can ocean vessels be induced to come. All that railways have sought in many cases has been the nearest port at which they may get rid of their tonnage.

"A second error is in assuming that an ocean vessel when on inland rivers or canals furnishes the same cheap form of transportation, or approximately so, that it does on the free ocean. "A third error is in assuming that because large ports exist inland, they are not expensive errors, and may be duplicated. "A fourth error is in assuming that such large inland seaports as do exist, so exist in rivalry with a well defined natural harbor, of distinct harbor features, further down the river. "Railways alone do not succeed in satisfying the needs of the commercial activity of the Rhine region. There is no less reason to doubt that the fluvial way alone is sufficient. The most active encouragement of fluvial traffic would not stop the development of railway traffic. The co-operation of both ways and their reciprocal assistance, instead of a hostile competition, seem to represent the exact principle for the policy of the transport service. "Undoubtedly the river feeders, by increasing the development of any region, increases the high grade tonnage and the business of the railways. The local tonnage developed in any region by cheap raw materials gives the railways another source of income. "The fact that the railways can branch to all directions and reach not merely nearer to the producers, but actually to them, transfers the advantage at once from a city on a river that is merely inland, nearer the producer, to the railways that branch out indefinitely and reach the producers in innumerable places and almost at their doors. Thus the railways transfer to the coast port the advantages of contact with producer, which the river routes and inland ports on rivers merely reach after and get only partially.

"The New York Central road, following the Hudson river for 140 miles, and with a remarkable lack of lateral feeders from any back country inaccessible to boats, is so overcrowded with business that it is constantly increasing its local yards and sidings, and extending its third and fourth tracks. The Illinois Central road competes successfully with the Mississippi river through the greatest part of its route, and finds increased business because of the business induced primarily by the river route.

(Continued on Sixth Page.)

LITTLE WILLIE LOSING SUPPORT

Republicans Know How to Argue the Money Question to Down the Popocracy.

SENATOR DUBOIS AND IDAHO

By His Action in Still Sailing Under Republican Colors Instead of Fusing He Has Made McKinley's Cause Good.

Washington, August 21.—Senator Bacon, of Georgia, who just returned from the Pacific coast, was at the Democratic headquarters today. In an interview he said that, as the sentiment now exists in the country, Bryan will be elected, but that Republicans told him the sentiment of the people will change before election. The senator failed to see that the sentiment of the country through which he passed had changed, but was inclined to think that the money which the Republicans are putting into the campaign will have its effect.

He did not mean by this, he said, that the voters will be bought, but that the Republicans will get their literature more largely circulated; will have more speakers and will have more and better informed men at many places who will be able to defeat the Democrats in argument. He said he noticed at stations and other places where there were groups of men talking and arguing the silver question, in every instance, as a general thing, the Republican was better informed and could array his arguments with more effect, and when he got the best of his antagonist he was likely to carry the crowd with him.

This he attributed to the large circulation of literature and to the work of the Republicans, who were posing men everywhere to be able to argue the question. Senator Bacon thought that this was the only feature wherein the Republicans were succeeding, and said he had doubt that all this could be counteracted by the Democrats.

Chairman Babcock, of the Republican Congressional committee, returned from New York today. He had a conference with Mr. Hanna, of the national committee, and feels well satisfied with the result of the campaign thus far. He says that Hanna reports everything in good shape, and the work of the campaign progressing satisfactorily. Babcock says that the congressional campaign committee is in daily receipt of information tending to show the successful work in sending out literature. He says that reports show the people are anxious to read the documents, which are having good effect in arming Republicans so that they can meet all arguments of the Democrats.

FIGHT AMONG SILVER MEN.

Washington, August 21.—Some of the silver leaders in Washington are not surprised at the course of events in Idaho, where the Populists and Democrats have fused, leaving the silver Republicans to flock by themselves. One who has recently returned from the West says that the result is largely due to the course Senator Dubois has pursued in Idaho. Instead of cutting loose from the Republican party, Senator Dubois and his friends went into the Republican convention and carried it by a majority, and, instead of organizing as a silver party, or inviting fusion, maintained their organization.

The Populists and Democrats claim that any Republican organization ought to be for McKinley, if it claimed the name, and insisted that Dubois must leave the Republican party, as Teller and Pettigrew have done. There has been great hostility between Dubois and the other two parties, and the Populists and Democrats say that, if they elect Dubois senator, they could not be sure he would remain with them.

Silver men here say they have information that the Bryan electoral ticket will carry the state of Idaho, and that the antagonism of Dubois is more personal than anything else.

RECORD BROKEN.

Sabina, Kan., August 21.—Two of the world's records were broken today at the state meet of the League of American Wheelmen. Vesper, Breen and Hunt, the Kansas City tripart team, lowered the one-third mile track record from 29 seconds to 27 1/2.

Reddy Maxwell did the one-third mile in 28 1/2, lowering the record from 29 1/2.

John Lawson, of Chicago, rode a mile flying start, in 2:00 flat.

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

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