

SAVE TIME Expense and worry How? An "Ad" In THE ASTORIAN'S "Want Column."

The Daily Morning Astorian.

The Daily Astorian HAS A REGULAR AND PERMANENT Family Circulation... MUCH MORE THAN THREE TIMES AS LARGE AS THAT OF ANY OTHER PAPER IN ASTORIA.

EXCLUSIVE TELEGRAPHIC PRESS REPORT.

VOL. XLV.

ASTORIA, OREGON, WEDNESDAY MORNING, SEPTEMBER 23, 1896.

NO. 227

Children's Wagons, Baby Carriages, Base Ball Goods, Fishing Tackle, Garden Tools. Our Handy Wagon... Croquet Sets. GRIFFIN & REED CITY BOOK STORE

WHAT GOOD ROADS MEAN

Astoria the Coming Seaside Resort of the State of Oregon.

COL. JOHN ADAIR EXPLAINS

How the Contemplated Ferry Across the Bay Will Increase the Value of City Property and Make a Short Cut to the Sea.

Col. John Adair is not only one of the oldest inhabitants of Clatsop county, but he is also one of the most energetic and progressive men of the times. He is also a large property owner in Astoria. Besides he has been for a long time past and is now an enthusiast upon the subject of county roads, and above all things the development on right lines, of the port at the mouth of the Columbia. When in the city Monday the colonel said to an Astorian reporter:

"Aside from its great commercial interests and business enterprises, Astoria is destined to be the great seaside resort of Oregon. With no end of magnificent property here, and with a first-class railroad between the city and the seashore, what more do we want to make this the most popular resort on the coast? I will tell you. We need just one thing more, and that is a first class carriage drive from Astoria on a short line to the beaches. How can we get it? By simply establishing a ferry between a point near the old dummy engine house on Smith's Point, and a point on the west side of the bay, say, 600 feet east from the railroad line. From there to Gearhart and Seaside, with the exception of a very short stretch, there are already first-class county roads established, and any one with an ordinary team of horses, could drive from Astoria, via the ferry and this route, to Gearhart in two hours or less time. It would cost but \$500 of 1896 to fix the approaches on the city side for the ferry, and about \$100 to build the approaches on the opposite side of the bay. A few hundred dollars would fix the streets in the city around the point so that they would be in first class shape, and the county ought to do the work on the west side. I am heartily in favor of the movement now in hand by the county court to establish a ferry across Young's River in connection with the Lewis and Clarke route, as that brings a large number of farmers in one of the most fertile and valuable districts in the county into close connection with the city, and enables them to find a good market at reasonable rates for their produce, which they cannot now market because of the expense for transportation. But to use that route as a driveway from the city to the beaches is not practicable because of its length. The ferry route I propose makes a short line for seashore, and we need both ferries. Many Astorians have fine teams and turnouts which they would much prefer to use for a day's outing at the beach than to take the cars, and with good roads on a short route there would be no inducement for Astorians to build cottages at the Seaside when they can drive there in a couple of hours and take with them all the luxuries and conveniences desired."

TO DEVELOP ALDERBROOK

Plans to Be Taken Up at the Mass Meeting on Saturday Next.

WILL ROUND OUT THE CITY

Great Improvements Contemplated in Uppertown and Alderbrook Which Will Develop that Part of the City—Street Car Extension.

At 2 o'clock Saturday afternoon a mass meeting will be held at the Alderbrook school house of all those who are interested in securing the advancement of property in that end of the city, and the extension of the street railway line to Tongue Point. Among the projects of those interested in that end of the city, is the construction of a handsome depot in Alderbrook for the A. and C. R. R. The plans for which have already been drawn and approved, the establishment of a public park on the Tongue, in which enterprise Mr. Hammond has already shown much interest, the grading and building of a through street, probably on the line of Cedar street, to the west shore of Cathlamet Bay, and thus the opening of a public of a large amount of very valuable suburban property. In addition to this the ranchers and farmers of the John Days country, by the opening of this street and city railroad, will be given a route to the city accessible in all kinds of weather, upon an easy grade and two or three miles shorter than the present road from that territory.

Speaking for the street railway company, Superintendent Newell said last night that he was heartily in favor of the project, and believed that it would be one of the best schemes that could be undertaken for the development of the entire city. "It will open, as you know, some of the finest property we have in this city. Alderbrook, Van Dusen's subdivision, and other large tracts, will be brought within twenty minutes of the central portion of the city. We are in need today of cheap building places for homes for the people, and while hundreds of such spots have been opened on the west side of the bay, there must be provided similar building spots on this side. The proposition has everything in its favor, and the railroad company will do its part to develop the project."

Mr. E. A. Seeley, one of the largest property owners in Alderbrook, was seen last evening just before he left for Portland, and he stated to an Astorian reporter that he would be in attendance at the meeting next Saturday, and was prepared to do his share towards securing the desired improvements. "We think we have the best proposition in the city, and intend to push it now as rapidly as possible. The improvement of Cedar street through the Tongue south of the railroad line, opens a straight roadway to the John Days country, and the building along that street of an extension of the street car line means the opening to the public of some of the finest property at reasonable prices ever offered in this city. We have already drawn plans for a depot in Alderbrook, and have donated a site to the railroad company. The depot will be built, and adjoining it wharves will be constructed for the landing of river boats and the interchange of traffic with the railroad. Among other plans it is proposed to lay out a handsome city park on Tongue Point, where the people can have a breathing spot and recreation ground. It will also be a part of our plans to establish a permanent organization and committees, with their chairman, to look after the interests of this particular portion of the city. In Alderbrook, also, are some of the most magnificent manufacturing sites to be found in the city of Astoria. Proper inducements will be offered to responsible people for the establishment in Alderbrook of all manner of manufacturing enterprises. We believe that Astoria is one city from Tongue Point to Fort Stevens, and we are just as willing in the future to extend assistance to the development of the entire proposition as we have been in the past. We have let our end of the town lie dormant for the time being, while a start was being made in other portions of the city. We are going to develop Alderbrook now, and expect the same moral support from others that we have given to other projects. The old saying that in union there is strength is as true now as it ever was, and is particularly adapted to the present situation in Astoria. There is room here for all. Few here, even amongst our own people, realize the magnitude of the proposition to be opened by the A. and C. R. R. In a few short years every foot of water front, from Tongue Point to Fort Stevens will be utilized by the demands of commerce. The workmen will want homes near their places of business, and the hundreds of lots now available on both sides of the bay near the water frontage, and which can be sold for comparatively small prices, will find a ready market. We must pre-

STRANGE SIGN OF THE CAMPAIGN

Democrats in New York Are Working Both For and Against Bryan.

ONLY TWO BLOCKS BETWEEN

The Hard Working Forces of the Two Factions—Madison Square Garden Meeting—Congressman Bynum Speaks to the Point.

New York, Sept. 22.—"This is one of the strange signs of a peculiar campaign," said a man entering the big auditorium in Madison Square Garden tonight, and he spoke the truth, for while the Democratic state committee was busy two blocks away straightening out the tangle in the alleged endeavor to aid the Bryan campaign, the men who had grown gray in the service of the party argued against Mr. Bryan and his policies and begged for the salvation of the country from the alleged threatened ruin.

The platform was filled with representative men of the old Democratic party, faces familiar to all, and the picture of President Cleveland held a prominent place among the decorations. Ex-Governor Flower, the presiding officer, stated that the meeting had been called to ratify the nominations and platform of the national Democratic convention at Indianapolis. He introduced ex-Congressman W. D. Bynum, of Indiana. Bynum said: "I have supported for thirty years the Democratic platform, but cannot support the Chicago platform and ticket. (Applause.) While there are many questions involved in the result of the election, the one great question dominates all others and that is the question as to whether it shall degrade its present volume of money to the level of the semi-civilized countries of the world."

It was not until the close of Bynum's speech that Candidates Palmer and Buckner came in and ascended the platform. The sight of the two grizzled veterans, remnants of the armies of the North and South, ascending the platform, created the greatest enthusiasm. General Palmer was introduced and spoke at some length. He was followed by General Buckner.

WIPED OFF THE FACE OF EARTH

The Sad Intelligence Just Received by Steamer From the Orient.

FLOOD, FIRE, EARTHQUAKE

Totally Destroys Kobe, Japan—Thousands of Lives Lost and Millions of Property Destroyed—The Residents Panic Stricken.

San Francisco, Sept. 22.—Oriental advices by the steamer Doric state that the city of Kobe, Japan, was wiped out by a disastrous conflagration on August 26, and floods, storms and earthquakes caused the loss of 2500 lives and the destruction of millions of dollars worth of property in northern Japan.

The steamer Doric, from the Orient, brought the news of a series of catastrophes that have befallen the Mikado's realm that are unprecedented in its history. In Gifu prefecture 4300 homes were blown down, and along Haji-Gawa 400 persons lost their lives. The great flood was preceded by a severe earthquake. Then followed a downpour such as has never before been experienced on the island. The European residents were panic stricken and sought shelter on the highlands. The Minatogwa overflowed its banks at midnight of the 25th ultimo, and the waters inundated the streets and fields sweeping away 250 houses and drowning 200 persons at Kobe. To make the fate of Kobe worse, fire broke out late in the evening and spread over the entire city. One thousand nine hundred blocks, including 2600 houses, were destroyed. The loss was one million yen.

September 1 in the Rokugo district a terrible series of earthquakes shook the country. Nine people were killed there and more than 40 at Hataya. The hills at Senya were cracked; fires broke out in many places and the rumblings continued. At Obonai eleven persons were killed. At Rokugo the people killed were more than twenty, and the houses overturned about 1500. The ferryboat at Hizuma capsized and twenty Japanese and whites lost their lives.

TRAVELING MEN AND RAILROADERS

Their Influence in the Coming Campaign Explained by "One of Them."

WILL STAND BY MAJ. M'KINLEY

Parties Desisted to Support the Principles of Right and Justice—Sound Money and Sound Business the Needs of the Hour.

Mr. R. B. May, who is one of the best known traveling men in the state of Oregon, and is thoroughly acquainted with the people and their needs, not only in this state but in Washington, was in the city yesterday. In an interview with an Astorian representative, and when questioned upon the political situation, Mr. May said: "Yes, I have something of an idea of politics in this state. In the first place, I have been a life-long Democrat; I was born and raised in the South, and all my people before me were Democrats. For the first time in my life I will this fall vote the Republican ticket. I shall do so for several reasons, which are the same reasons given to me by many others of the traveling men's fraternity. Aside from the fact that the Republican party as today constituted has stolen nearly all the fundamental principles of the old Democracy, the present campaign involves the very life and existence of the republic. Personal feelings we have buried in order to preserve the principles and best interests of the government."

"In a recent trip throughout the state I met 197 traveling men. A large number of them were Democrats, but out of the whole lot there were only eight who were Bryan men. There are 250,000 traveling men in the United States, and from the latest reports which I have received, I do not believe that one thousand of them will vote for W. J. Bryan. There are something over one million railroad employes in this country, who as well as the traveling men can not only read and write, but are able to do business and are thoroughly posted as to the wants of the people whom they serve. They are the most intelligent class of business men in the country, and from the very fact that in their calling they are constantly traveling about, and must necessarily come in contact with the shrewdest business men we have, they are certainly able to judge somewhat of the feelings of the people and make an accurate forecast of the situation. The railroad man and traveling man of the day have to do business with the largest and shrewdest merchants this country ever saw, and they cannot help but put two and two together. Besides meeting the merchants they also come in contact with the laboring classes, and know whereof they speak. I am satisfied that Oregon is all right for McKinley, and that he is sure to be our next president."

THE VETERANS. Given a Royal Reception in Kenosha, Wis., Yesterday. Milwaukee, Sept. 22.—A special to the Evening Wisconsin, from Kenosha, says: A train bearing the famous veterans who are making a tour of the West in the interest of the gold standard, arrived here at 9 a. m. The party consisted of General Daniel F. Sickles, General Oliver O. Howard, General Thomas J. Stewart, General Russell A. Alger and Corporal James Tanner. There were other prominent Republicans with the leaders, and they were met at the depot by the Republican committee of this city. The demonstration at the depot was an impressive one and the veterans bowed their acknowledgments. They were driven directly to the opera house where a magnificent reception was tendered them. The house was crowded to the doors. The distinguished gentlemen spoke in turns for two hours.

Don't Freeze Your Life Away This Winter! BUT GO TO THE Foard & Stokes Company Buy one of their FINE STOVES to keep you warm. THEY ARE CHEAP! They also carry a complete stock of GROCERIES, HARD WARE, GLASSWARE, ETC.

HARDWARE, GRANITE WARE, ROPE, STOVES, IRON PIPE, TERRAZA COTTA PIPES, BARR IRON, STEEL, CANNERY SUPPLIES, LOGGERS' TOOLS. PLUMBING TIN WORK JOB WORK. AT PRICES THAT DEFFY COMPETITION. Call and Be Convinced. SOL OPPENHEIMER Trustee for the late M. C. CROSBY

Oregon State Normal School MONMOUTH, OREGON. A Training School for Teachers. Senior Year Wholly Professional. Twenty weeks of Psychology and General and Special Methods; twenty weeks of Teaching and Training Department. Training school of nine grades with two hundred children. Regular Normal Course of Three Years. The Normal Diploma is recognized by law as a State Life Certificate to teach. Light Expenses; Board at Normal Dining Hall \$1.50 per week. Furnished rooms with light and fire, 75c to \$1.00 per week. Board and Lodging in private families \$2.50 to \$3.50 per week. TUITION—Sub-Normal, \$5.00 per term of ten weeks; Normal, \$6.25 per term of ten weeks. Grades from reputable schools accepted. Catalogues cheerfully furnished on application. Address P. L. CAMPBELL, Pres., or W. A. WANN, Sec. of Faculty.

Mount Angel College. MOUNT ANGEL, MARION COUNTY, OREGON. THE most excellent Boarding School in the Northwest. Our principles—to use the best methods in teaching and only teachers of great teaching and experience; to maintain good discipline; to exact all the lessons and have the boys make the best use of their time; to give them substantial and good meals and plenty to eat; to see to their bodily health by giving them ample chance for exercise; to give thorough satisfaction to students as well as to parents. Great sums have been expended this summer in beautifying and leveling the grounds, putting in new water closets and a perfect sewer system, enlarging the cabinets, collections, library, etc. One of our specialties is a most complete Commercial and Business Course, Banking, etc. Must on all instruments. Write for special terms at once to School opens September 10th. THE PRINCIPAL.

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 14, 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.

MORTGAGE SALE OF 600 Commercial St. Dry Goods Clothing Fancy Goods Notions Shoes Hats, Etc. OREGON TRADING CO. It will pay you to take advantage of this forced sale—your savings 33 to 50 per cent at the OREGON TRADING CO.

Clarkson & McIrvin Boom Company LONG FIR PILING Promptly Furnished 216 and 217 Chamber of Commerce Portland, Oregon

Astoria Asphalt and Roofing Co. All Work Guaranteed. LEAVE ORDERS AT ROOM 1 FLAVEL BUILD'G. N. JENSEN and R. O. HANSEN

AMERICAN BANKERS. Unequivocal Statement of What a Dollar Means. St. Louis, Mo., Sept. 22.—The report of the executive council of the American Bankers' Association states that in its opinion the existing commercial depression is immediately due to the attacks which threaten to overthrow the present gold standard of value, and adds, in part: "We further believe that our full measure of national prosperity will not be gained until the whole world understands that the dollar of the United States is 100 cents worth of gold and that the nation intends to keep it at that value. "We believe that the opportunity is presented by the issues of this political campaign to give a lasting definition of the dollar as a money unit, to permanently settle the foundation of our monetary system and to remove the menace of the overturn of values and far reaching ruin and distress which the descent to a silver basis would involve."

AT LEADVILLE. Troops Detailed to Drive Out the Lawless Element. Leadville, Sept. 22.—About twenty-five suspicious characters gathered at the Penrose mine this afternoon, but left when ordered to disperse by the sentries who discovered them. It is believed that they intended to fire the shaft house. The citizens made requisitions for troops for use tonight in rounding up the lawless men who will be driven out of town. General Brooks granted the requisition. The demand for heavy hardware shows some improvement at Chicago.

ROYALTY WELL GUARDED. Cear and Cearina of Russia in England Protected by Thousands of Soldiers. Ballarat, Sept. 22.—The Queen's special train, bearing the Cear and Cearina, and the members of the English Royal family who accompanied them, arrived here at 7:35 this evening. After a formal reception by the municipal authorities, the Cear and Cearina entered an open state carriage, and escorted by the Scots Greys, drove to Balmoral. Extraordinary arrangements to prevent injury to the royal guests created a bad impression. While everybody was in holiday attire and the streets were profusely decorated, soldiers, detectives and police with special Russian detectors, were at every turn. Every foot of the railroad tracks from Leith to Ballarat was guarded and a constant search of the nearby neighborhood was kept up prior to and during the trip of their majesties through the city.

CHITTAGONG ASHORE. Danube also Grounded—Neither Steamer Will Be Damaged. Victoria, B. C., Sept. 22.—Word reached here this afternoon that the Oregon Railroad and Navigation Co.'s steamer Chittagong, from China and Japan, ran on Ten Mile Point off Cadboro Bay, where she still hangs by the nose, only a short way out of the path of vessels. She is not thought to be damaged, and it is expected she will come off at high tide tomorrow. The Canadian Pacific steamer Danube is said to have also gone ashore on Texada Island, but was released without damage.

GOLD IMPORTATIONS. Washington, Sept. 22.—All information received of late at the treasury department in regard to the gold imports indicates that the movement is likely to continue for some weeks to come. Importations at Boston have begun and altogether the outlook is regarded by the government officials as quite favorable. Already the gold engaged, or on the ocean, if added to that now in the treasury, would make the reserve aggregate approximately \$122,000,000. The total importations since the present movement began is about \$5,000,000 and it is fully expected that this sum will be increased to \$50,000,000 or more.

Highest of all in Leavening Power.—Latest U. S. Gov't Report. Royal Baking Powder ABSOLUTELY PURE

(Continued on Fourth Page.)