



The Daily 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, THURSDAY MORNING, SEPTEMBER 24, 1896.

NO. 228

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



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

Our Handy Wagon...

Croquet Tackle,
Sets Garden Tools

GRIFFIN & REED
CITY BOOK STORE

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.

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, TERRA 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

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 \$2.50 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.

MORTGAGE SALE OF 600 Commercial St.

It will pay you to take advantage of this forced sale—you save 33 to 50 per cent at the
OREGON TRADING CO.
Dry Goods Clothing Fancy Goods Notions Shoes Hats, Etc.

TIME CARD

OF THE

Astoria & Columbia River RAILROAD.

Beginning on Monday, Sept. 14th, trains on the A. and C. R. R. will run as follows:
Leave Seaside at 7:30 a. m. daily.
Leave Seaside at 2 p. m. daily except Sunday.
Leave Seaside at 4 p. m. Sunday.
Leave Astoria at 9 a. m. daily.
Leave Astoria at 4:45 p. m. daily except Sunday.
Leave Astoria at 5:30 p. m. Sunday.
C. F. LESTER, Supt

Oregon Industrial Exposition

PORTLAND, OREGON
SEPT. 19 TO OCT. 17

The great resources of the Pacific Northwest, Agriculture, Horticulture, Fisheries, Mines, Manufactures, Machinery, Transportation, Trade and Commerce will be represented more completely than ever before.

Grand Band Concert Every Afternoon and Evening
SPECIAL ATTRACTIONS EVERY NIGHT

Lowest Rates Ever Made on All Transportation Lines
ADMISSION, 25c; CHILDREN, 10c

For Exhibit space, apply to Geo. L. Baker, Superintendent, at the building.
E. C. MARSTEN, Secretary.

NICARAGUA CANAL AS AN ISSUE

Proof of Its Pressing Necessity and Why It Should Be Considered Now.

A FACTOR IN THE CAMPAIGN

The saving of \$1,600,000 per year on the Pacific Coast Crops of Vital Interest to Ship Owners—Short Cheap Water Route.

Commercial News.

To the Editor of the Commercial News—Sir: There is encouragement in the increasing interest of San Francisco merchants in the ocean commerce of the port. Prior to 1870 San Francisco was already a great seaport, and the main distributing point on the Pacific coast. The advent of six transcontinental railroads has resulted in the diversion of much interior trade. Our merchants at last recognize that it must make its future as a seaport, for as a railroad center it is at the back door of the continent. So at last we face the ocean, the world's cheapest highway, that must make our commercial metropolis. It was the early recognition of this fact that prompted my urgent advocacy of the Nicaragua canal.

The innovation of steamship loading-cereal products for Europe via Magellan straits at \$1.50 to \$1.75 a striking object-lesson in favor of the canal as the solution which more than anything else will create renewed prosperity for our producers. The greater part of their campaign propaganda might far better be devoted to an insistence on the prompt construction of the canal than upon the discussion of free silver. There are honest differences of opinion about the best course of the white metal, but no man interested in the prosperity of our people and the national influence of our country will question the great necessity for the prompt construction of the Nicaragua canal under the control of the United States government jointly with Nicaragua. The main purpose of this article, necessarily restricted by the scope of newspaper requirements, is to prove the assertions above made by actualities which cannot be controverted. I have carefully estimated the saving on a year's cereal crop of the Pacific coast, which can be made by the use of such steamers as are today loading our cereal products for Europe via Magellan straits at abnormally low rates. If the estimates are not presented in full detail it is because space does not permit, but they are open to anyone desiring to investigate. Our producers and merchants are invited to examine carefully the showing made herein:

Distance San Francisco to Liverpool, via Magellan straits, 13,494 knots; distance San Francisco to Liverpool, via Nicaragua canal, 7,824 knots; distance saved, 5,670 knots. Cargo steamship, 2500 tons register, carrying 4000 tons of grain, speed 22 knots, daily average, coal consumption, 25 tons, average quality, ship coaling at Coronel, Chile, and Cape St. Vincent, via straits, and at Atlantic port of Nicaragua canal, San Juan del Norte, one day's delay allowed at each port.

VIA MAGELLAN STRAITS.
Coal, 32 days wages, provisions, stores, insurance on vessel, (value \$150,000), cargo insurance, interest on cost of ship for two months at five per cent, total, \$17,844.88. Interest on value of cargo not considered, but, if included, would be reduced one-half by using canal.

VIA NICARAGUA CANAL.
Coal 26 days, wages, provisions, stores, insurance on vessel, cargo insurance, interest on cost of ship at five per cent, total, \$7,282.70. Saving via canal, \$10,562.18, same as Sacz, \$1,536.30 per ton register, \$1,535; net saving, \$5,536.30, equal to \$1.45 per short ton. The average Pacific coast export crop, including wheat, barley, flour, beans, mustard seed and other grains, may be safely placed at 800,000 short tons annually, making an average of 1,600,000. The permanent use of steam carriers avoids sailing, as in Atlantic practice, sacks cost at this time 90 cents per ton, again saving \$720,000 per annum, making a total saving on crop named of \$1,856,300 for the Pacific United States coast. The ships' freight to Europe amounts to \$27,000; cost of voyage \$17,984, via straits, profit, \$9663, from which must be deducted port charges, stevedoring, light and tonnage dues. With higher freight the showing for ship-owners will improve, and the saving via canal will also improve correspondingly.

This being an accurate statement of saving via canal on one year's cereal crop, imagine the saving to be added thereto on canned, dried and green fruits, lumber, ore, boxes, wines, brandy, wool, asphaltum, salmon and the many other products yearly increasing in quantity. I purposely avoid in this inclusion of equally great freights westward. The saving between San Francisco and eastern Atlantic ports would be about one-third more corresponding with increased distance saved,

which in such case would be 8267 miles to New York. It appears a reflection on the intelligence of our producers and our citizens generally that with such a showing as above, the canal is not made a leading issue of the political discussion now filling our press.

Why theorize on abstract questions of finance and neglect the proposition appealing so directly to our immediate interest? Why should not Mr. Bryan and Mr. McKinley be requested to express themselves on this great and beneficent work, so necessary to our prosperity? True, both political parties have promised us the canal since, and including, the Garfield campaign, but the promises remain unfulfilled. Yearly increasing in importance, should we not now insist upon action?

Let me not be considered unappreciative of the benefits of inland transportation. On the contrary, it is as necessary to the prosperity of this seaport as the port itself, and the canal will never depreciate the value of any inland line of communication, either by rail or inland route; one will complement the other. The railways, in the increasing short haul to and from tidewater, will rapidly increase their earnings. The canal will enable our people to market the products of the road not adapted to the more costly railroad service. In the increased population and prosperity of the Pacific coast its railways will be the first to feel its beneficial results. The most prosperous railroads in the United States are those which are aided in transportation by water routes. Their stock quotations afford the proof of this.

The deplorable fact that large quantities of our products are thrown away annually—potatoes left to rot in the ground and fruit left to rot on the trees—makes it evident that a short, cheap waterway to Atlantic markets has become a pressing necessity.

WILLIAM L. MERRY,
San Francisco, August 24, 1896.

A CHALLENGE TO MR. SEABORG.
Dr. Baker Will Bet Him or Any Other Man \$10,000 on McKinley.

Some weeks ago Dr. W. D. Baker made a bet of \$500 with Mr. Seaborg, the Ilwaco canneryman, on McKinley's election, each man placing the money on deposit in the First National Bank, subject to the order of the other as the election goes. At the time the bet was closed and the money deposited, Dr. Baker offered in the presence of several witnesses to bet an additional \$1,000, the same way, but Mr. Seaborg declined the offer. On yesterday a statement was published in one of the local Populist organs that Mr. Seaborg had offered to bet some mythical person in San Francisco the sum of \$10,000 on Bryan's election. Dr. Baker's attention was called to the statement by a gentleman at the hotel last evening, and he has authorized the statement that he will take Mr. Seaborg's offer of \$10,000 on Bryan, or the same or any less amount from any other corner, and is ready to put up the cash or a certified check on any day his offer is accepted.

ASTORIA ILLUSTRATED.

The last issue of the Scientific American just received, contains a highly illustrated article upon Astoria's great fishing industry. The article includes a short history of the city founded by and named for John Jacob Astor, and a detailed account of the great salmon fishing industry, the growth and habits of the fish, and the methods of illustrating and packing. The article and illustrations reflect much credit upon Mr. M. J. Kinney, who furnished the photographs and data, and is another evidence of that gentleman's enterprise and energy in the interests of his home city. The article is one of the best advertisements Astoria ever had, and will find its way into the hands of thousands who have perhaps never heard of the city.

DEMOCRATIC CAMPAIGN BOOK.

Washington, Sept. 23.—Representative Benton McMillon, of Tennessee, has completed a compilation of the Democratic campaign book of 1896. The book will be ready for the public the latter part of this month. The title page contains the admission of Jefferson in his inaugural address to bow to the will of the majority. In these words: "Absolute acquiescence in the decision of the majority is a vital principle of the republic from which there is no appeal but to force, which is the vital principle and immediate parent of despotism."

NOTICE, REPUBLICAN CLUBS.

To All Republican Clubs in the City: You are requested to meet at McKinley Club Headquarters tonight at 7 p. m. sharp to participate in the grand torchlight parade and attend the opening meeting of the campaign, which will be addressed by the Hon. T. T. Geer. All Republicans and those who believe in sound money are invited to participate in the parade.

JOHN FOX,
Chairman Central Committee.

THE WEATHER.

Portland, Sept. 23.—For Oregon and Washington, fair weather, cooler in Eastern Oregon.

THE NEW LEWIS AND CLARKE ROAD

Formal Opening Will Take Place Tomorrow With a Grand Excursion.

YEARS OF LABOR REWARDED

An Important Event in the History of Clatsop County—The Ferry Needed to Get the Full Benefit of the Improved Road.

The Lewis and Clarke road has been completed. It now extends from the west shore of Young's river, opposite the city, through the Lewis and Clarke country and to Clatsop Plains. Tomorrow there will be a celebration of the event. The Lewis and Clarke people have courteously invited a large number of the citizens of Astoria to view the new work. The steamer Mayflower will leave Hume's dock at 8 o'clock in the morning, and will land the excursionists at the end of the road on Young's bay near the Hess place. Here teams will convey the party over the line of the road, landing them at Clatsop City in time to take the evening train from Seaside to Astoria. Lunch will be served en route, and it is expected that a jolly good time will be had. In the party will be the mayor and members of the city council, the county court, and in all probability Judge McBride will adjourn the session of the grand jury in order that they may also make the trip. Other tax payers interested in the property will join the excursion.

For five years the ranchers of the Lewis and Clarke have had a hard struggle to secure good roads and quick communication with the city. Within the past few months their efforts have been rebuffed, and the most telling work has been done. They have realized that in this age of competition, quick and easy access to market means no small profit to their business. Heavy transportation expenses, caused by bad roads, mean an absolute loss on many products to the grower. Astoria has long been paying high prices on butter, eggs, fruit and vegetables, all of which are raised in Clatsop county, but which, because of bad roads, have been imported from California or other parts of Oregon, cheaper than the Clatsop county man could get his stuff to market. Great improvements have been made in the Waukesha road, and some time in the future that route may be expected to become first-class. All that is now needed to make the new Lewis and Clarke road of the utmost service is the completion of the ferry across Young's river to the city. The road is in good condition, and with a small amount of work each year can not only be kept in good condition, but will be gradually improved.

The opening of the Lewis and Clarke road is an important event in the history of Clatsop county, and will be appreciated by citizens and farmers alike. Mr. W. J. Ingalls, who has been one of the prime movers and indefatigable workers on the project, says that Astorians cannot begin to realize the importance of this road, and the immense relief and saving that it will be to the Lewis and Clarke and Clatsop Plains people. Both city and country will gain positive financial benefits.

LATEST CHINA NEWS.

Li Hung Chang To Be Restored to Full Power.

Vancouver, B. C., Sept. 22.—The steamer Empress of India arrived today from the Orient. It is rumored that Li Hung Chang on his return to China will be reinstated in all his former positions, including the vice-royalty of China, and that the vice-royalty of the post, is rapidly losing credit in Peking. At a meeting of the grand council at Peking to discuss a memorial to his excellency Li Hung Chang sent from Europe, the emperor is credited with the remark that his excellency "was the best man after all, for the important post of viceroy of China and the imperial high commissioner of Peking administration, and that Wang, the present incumbent, was more fit to be a court minister than provincial viceroy," or words to that effect. Perhaps this may have been "a feeler" in the instigation of the empress dowager, his excellency Li's staunchest supporter, put out by the emperor to test the temper of his advisers.

BRYAN IN BROOKLYN.

New York, Sept. 22.—There has perhaps never been such a significant demonstration for W. J. Bryan in the East as that given tonight in Brooklyn by the combined labor interests. It has been a mooted question whether the labor people of the East would respond to a call for a mass meeting in favor of Bryan but there was no mistake about the demonstration at Central Rink. The building would contain 5,000, and every available corner was filled with a good natured crowd of humanity, while thousands besieged the doors and were refused admission. It was a typical labor gathering and even the women and children were all

SOVEREIGN STATE OF COLORADO

After the Scalp of Senator Wolcott, Claimed to Be Recranted to His Trust.

PETITIONS TO U. S. SENATE

What a Man Gets for Standing by His Honest Convictions—Matters To Be Pushed to the Supreme Court by the Fanatics.

WAR IN COLORADO.

Leadville Strikers Are Preparing to Annihilate the Strikers.

Leadville, Sept. 22.—The impression that the presence of troops in Leadville would end the strike has been dispelled by the reports that reached Governor McIntyre today from Leadville. He is told that the miners at Aspen, Cripple Creek, and San Juan are quietly gathering at Leadville and that at an opportune moment the strikers will wipe out the entire national guard and burn the town. The governor has inquired, unofficially, of Brigadier General Wheaton, commander of the military department of Colorado, as to what assistance the federal authorities can render in case of emergency on a few hours' notice. Col. Merriam, of the Seventh Infantry, stationed at Fort Logan, has been apprised that his command may receive orders to take the field and his troops will be ready when an official order comes.

DECIDED IN TWO MINUTES.

Emma Ashley Was Insane When She Shot at Lucky Baldwin.

San Francisco, Sept. 23.—It took two minutes for the jury to decide today that Miss Emma Ashley was insane when she fired the shot at E. J. Baldwin, in Judge Stack's court, a few months ago. Miss Ashley's sister Lillian sued Baldwin for damages for seduction and the trial of that case was in progress when the shooting occurred. Emma Ashley sat behind Baldwin and holding a pistol close to his head, fired. The bullet grazed the scalp of the lucky man, but did no further damage. The testimony in the trial of Emma Ashley showed that she had become deranged through worry over her sister's case and because of insufficient nourishment.

OUT OF RECEIVERSHIP.

Important Railroad Settlement in Milwaukee Yesterday.

Milwaukee, Sept. 23.—The complicated muddle growing out of the receivership of the Northern Pacific, Chicago and Northern Pacific and Wisconsin Central lines in which all have preferred claims and counter-claims, has been amicably settled, and the Chicago and Northern Pacific will soon follow the Northern Pacific, its parent corporation in emerging from the receivership. It is stated that the plan of re-organization has been practically settled.

THE ROSEBURG CONFERENCE.

Roseburg, Or., Sept. 23.—The first day of the Oregon conference of the Methodist church convened at 10 o'clock. The roll call was answered by nearly one hundred ministers. Only one of the old pioneers of '52 was present. The presiding elders made their reports and the day was very busily occupied with the organization of the conference.

A NEW STEAMER LINE.

Vancouver, B. C., Sept. 22.—Information has been received here that the British-India Steam Navigation Co., of London, will establish a line between New Zealand and Vancouver. The first steamer will leave New Zealand in about fifteen days.

WORDEN SENTENCED.

Woodland, Cal., Sept. 23.—Worden, who was convicted of wrecking a train near Sacramento July 4, 1894, when four United States soldiers were killed, was today sentenced to be hanged December 18, at Folsom prison.

REINFORCEMENTS AT HAVANA.

Havana, Sept. 23.—One hundred and three officers and 4200 men arrived from Spain today.

THE MARKETS.

Liverpool, Sept. 23.—Wheat, spot, firm; demand moderate; No. 2 spring, 5s 7½d; No. 1 California, 5s 10d.

At Toronto payments are improving, with a freer movement of grain.

HABERSHAM GETS IT.

Special to the Astorian.
Washington, Sept. 23.—The president today appointed Robert A. Habersham, Portland, surveyor-general of Oregon.

HIGHEST OF ALL IN LEAVENING POWER.—LATEST U. S. GOV'T REPORT.

Royal Baking Powder

ABSOLUTELY PURE