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EXCLUSIVE TELEGRAPHIC PRESS REPORT.

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ASTORIA, OREGON, SATURDAY MORNING, SEPTEMBER 26, 1896.

NO. 230



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

PAINT! PAINT! PAINT! That is the Question.

Whether it is better in the end to suffer the sorrows and disappointments that poor paint will bring, or at the start provide the BEST that can be bought and end it there.

THE SHERWIN-WILLIAMS PAINT

Foard & Stokes Co.

They also carry a complete stock of GROCERIES, HARDWARE, 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.

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

Dry Goods

Clothing Fancy Goods Notions Shoes Hats, Etc.

OREGON TRADING CO.

TIME CARD OF THE

Astoria & Columbia River RAILROAD.

Beginning on Monday, Sept. 14th, trains on the A. and C. R. R. R. will run as follows: Leave Seaside at 7:30 a. m. daily. Leave Seaside at 3 p. m. daily except Sunday.

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. MASTEN, Secretary.

FLAVEL AND ASTORIA

They Will Not Be Rival Cities, but Are Destined to Be Part and Parcel of One Great Proposition.

ENGINEER ARCHIBALD A SCHENCK WRITES

On Mr. Hammond and the Railroad Construction—Thorough and Scientific Arrangement of Facts That Are Well Worthy of Careful Perusal and Consideration by Every Astorian.

New York, Sept. 18.—(To the Editor.)—I have been asked to give an opinion regarding the criticisms of Mr. Hammond's railway construction, particularly as to the adverse influence of the developments at Flavel. There is little use attempting to form opinions unless we are willing to go down to hard bottom, and get a solid foundation for them.

RISE AND FALL OF REAL ESTATE.

Although the railway to Astoria is well under way, there has as yet been no perceptible change in real estate values or real estate sales. Some of us expected more. The writer, in correspondence with Dr. August C. Kinsey regarding the railroad subsidy, in 1895, remarked that "seven with a railroad, it is just as well for Astorians to give up expecting the prices that prevailed in 1895."

INCOME POSSIBILITIES.

Of what use, then, to the subsidy-giving real estate owners is the railway, if real estate values are not to improve? It is of use, because it is slowly but surely and steadily helping to create the true basis of real estate values, namely, income possibilities. It makes possible, not today, but after a few years, a rental value for property not remote; and, after many years, for property that is remote.

THE RIVAL TOWN.

Is not this betterment from the railway construction being diverted to a rival town at Flavel?

There are some of us who have been very cautious subsidy-givers, and who were wide awake long ago to this possibility. If such an attempt is going to be made to kill Astoria proper, then let Astoria fight it hard and fight it to a finish. The finish will be a finish of the rival town, if precedents count for anything. But let us use discrimination and good judgment in deciding upon what constructions at Flavel constitute an antagonistic movement, and what not.

ASTORIA AND NEW YORK.

First—Its railway yards. The Pennsylvania Central, the New Jersey Central, the Delaware, Lackawanna & Western, the Delaware & Hudson, the Erie, have their freight yards from one and one-half to three and one-half miles from the center of New York City, taking the postoffice as the center; and these roads would not attempt to operate such yards within the New York City limits, were yards given them there.

CONFIDENCE THE KEY.

The interest-paying power on properties most inflated ceased almost immediately upon the stoppage of an upward movement, because interest on mortgages on such properties was being paid out of profits from the rise of values. The other classes of mortgages quickly followed, suit in defaulting on interest. The value of the security rapidly fell below the mortgage value, and the great body of Eastern innocent

Within a few years Astoria will be wishing that even the main line of the Columbia River road was changed to a back door route via a Walluski tunnel. The establishment of freight yards at Flavel is not necessarily a move antagonistic to Astoria, being in the line of what is customary and business-like with other roads.

Second—Its wharves and docks. So far as shipments between cars and vessels are concerned, these wharves must be where the yards are.

Third—Its shops. Cheapness of land leads to the placing of shops at several miles distance from city limits in nearly all cases. Shops and yards are detrimental to high-grade residence property, and the employees in them cannot afford to pay high prices for rent or for city lots.

Fourth—Its wheat elevators. In New York City proper there are almost no wheat elevators. The New York Central Company had two very large elevators on the Hudson river some years ago. When they were burned only one was rebuilt in the city; the other was built at Weehawken on the New Jersey shore. Nearly all the wheat is handled on the Brooklyn front.

Dry docks are not part of a railway plant—but these two are at locations other than on the main city shore line. They cut seriously into the shore line and interrupt traffic badly along a water front.

The thought of large sawmills within a city proper would be ridiculous. The lumber companies each keep a small city yard for local deliveries, but carry their main stocks at remote places some as far away as the Hackensack River, four miles from the New York postoffice. So much for items that can and should be placed outside of the city limits and yet remain tributary to it.

INNER CITY DEVELOPMENT.

What are the forms of development which in New York City are kept within the city limits proper, and which appear to constitute the life of the city proper, and to create its land values?

First—The wholesale houses. From the outside railway yards and docks, goods are distributed to the city proper for these wholesale houses by lighters of all sorts. The lighterage of a large railway is a separate department, but an essential part of the line of road. Although the railways appear to terminate at the shore lines away from New York City, the lighterage connections make them terminate practically at the New York City shore line proper.

Second—The financial institutions. Quick communication between these and the business houses, and between each other, is essential. Hence the close massing of these together, and the high rental values of land. Mr. Hammond has not yet started either of these at Flavel.

Third—The large retail stores. A grocery store or two may safely be trusted to Flavel; but that city is not as yet supplying many outside customers.

These three classes of development will in time drive out the residences, and hold the city as their own.

TO COMPETE WITH ASTORIA.

For Mr. Hammond to compete successfully at Flavel with Astoria proper, he must first get nine thousand people at Flavel, in order even to be even with Astoria. He can build railroads rapidly, but we doubt whether his individual ability would be sufficient to gather that amount of population soon. Assuming the value of such a population at one dollar per capita per day, Mr. Hammond would start with over three million dollars per annum against him at the outset, besides all the values of the present city and its improvements.

A strong combination of capitalists can do this. By throwing their money and influence for a rival city they can hold values in suspense at both places for a number of years, until time shows to the intending business investor that the new effort has been useless, and that he may safely place his money in the main city. As yet, there is no evidence of such an attempt at rivalry.

CHARACTER OF THE ROAD.

As for the character of the railway construction, the writer can call attention to some features which he knows from experience on nearly all the transcontinental lines, are much in favor of the Columbia River road. These are the use of solid fills in place of trestles; the care in rip-rapping; the dimensions of roadbed, and the weight of rail used. The Canadian Pacific in the Rockies, the Oregon Railway and Navigation Company, the branches of the Central and Southern Pacific, are not equal to the Columbia River road in some or all of these items of construction. The rail to be used is heavier than is now in use on many important branches of the New York Central road. It is much heavier than that on the West Shore road, which was built as a "gilt-edged" piece of construction in 1882-3. It is heavier than the New York Central road had even on its main line ten years ago.

THE DEPOT.

The Scow Bay station, instead of being planned as a massive and imposing affair, has been made only moderately in advance with present needs. The former is a favorite and much-valued device of the "boomer," and is supposed to greatly impress the newly

arrived capitalist and to make him pay double, more or less, for any land he may decide to buy. We may reasonably give the incoming traveller credit for quite as much keenness as the resident Astorian, and if he has any money to put into wild lots, it will be only because he sees a chance to sell higher. Meantime, he contrasts the humble town unfavorably with its pretentious station, and is repelled rather than impressed—as is anyone by the conspicuous front of any sham and cheap establishment.

FUTURE BATTLES.

The best evidence of stability for the future is Mr. Hammond's care in suiting the expenditure to the needs. It means more money in pocket with which to fight traffic battles after the road opens business. The lack of judgment in this respect has been fatal to many of the best built roads of late years.

Astoria has one advantage, and a very great one, over nearly every western city and town. The "boom" struck Astoria for only a short time before the boom died out. Astoria did not enjoy it long enough to borrow vast sums of money from Eastern capitalists, for making improvements beyond the actual needs of the city. This is true also of individuals as well as of the corporation. When the West rises from its depressed condition, Astoria will have a less weight of public and private debt per capita to rise against than almost any other town or city of the West.

ARCHIBALD A. SCHENCK, Chief Assistant Engineer, N. Y. C. and H. R. R. R.

FOR AN ACTIVE CAMPAIGN.

Chairman Bynum Has Opened Headquarters in Chicago.

Chicago, Sept. 25.—W. D. Bynum, chairman; John P. Frenzel, treasurer; and C. V. Hoffman, chief of the literary bureau of the gold standard Democratic committee, formally opened their headquarters today. As soon as Chairman Bynum gets business well in hand he will call a meeting of the executive committee, and energetic campaigning in the interest of Palmer and Buckner will at once be commenced.

"Sentiment in the East is one way," said Chairman Bynum, who came direct from New York, "and a large majority of Democrats will vote for McKinley. New York will give him 200,000 majority if my advice are correct. There are states in which Palmer may secure more votes than Bryan. From what I heard in a private way, I believe New Hampshire will give Palmer more votes than Bryan."

YALE APOLOGIZES.

New Haven, Conn., Sept. 25.—The Yale News today has the following editorial commenting on the disturbance at the Bryan meeting yesterday: "The Yale News must deprecate the spirit of 'horse play'—this is the true light in which the animus must be regarded—which prompted the demonstration at yesterday's political meeting. The action of the Yale men present plainly showed a lack of respect for the dignity of the speaker as a public man, everything political aside, and a careful and fair-minded consideration will unanimously condemn and regret the exhibition, irrespective of party affiliations. Yale was the foster mother of the Illinois college where W. J. Bryan graduated. The Illinois college was founded by a party of graduates from Yale, and has always looked upon Yale as its parent institution."

A CASE OF SOUR GRAPES.

London, Sept. 25.—Sir Geo. Newness, who contemplated issuing a challenge for the America's cup last year after the Defender-Valkyrie fiasco, recently made a request to the Royal London Yacht Club to support him in issuing a challenge to the America's cup, the conditions to be attached to the challenge being that all matches should be sailed off Halifax. The Royal London Club has declined to accede to Sir George's request on the ground that the club had previously passed a resolution that the new deed of gift of the New York Yacht Club for the cup was inimical to the sport of yachting.

JOINT POLITICAL DEBATE.

Pendleton, Or., Sept. 25.—A. D. Stillman, a lawyer of this city, sent a challenge to Senator J. H. Mitchell for a joint debate when Mitchell speaks at Pendleton, October 3. Mitchell has accepted, subject to the consent of State Chairman Hirsch and the Pendleton local committee. The local committee has not given a definite answer, but intimates that it will refuse to give consent. A decision will be made next Monday.

THE LEADVILLE STRIKERS RUN

After Bluffing the Soldiers They Are Bodily Frightened by a Charge.

NEW MINERS ARE INSTALLED

At the Emmet Mine and a Cavalry Guard for the Night Restores Confidence to the People—Soldiers Maintain Order.

Leadville, Sept. 25.—The first delegation of miners from Missouri arrived over the Denver and Rio Grande at 4:20 p. m. The train was a special and was met at Malta, three miles out, by two new companies of militia, organized this week and composed entirely of business men and clerks. They escorted the train to the city where it was met by one-half of General Brooks' command, 500 strong, with a portion of the Chaffee Light Artillery, two Gatling guns and cavalry troops.

The 75 miners were surrounded by the soldiers and the cavalcade passed down Harrison avenue toward the Emmet mine. Along the route there were frequent yells of "scab," from striker sympathizers and the soldiers were

hunted at. At Orange street the cavalcade halted and here the enraged people grew more demonstrative, crowding closely upon the troops and showering abusive epithets alike upon miners and militia. One of the officers, who was singled out by two men for special abuse and crowding, grew angry and finally drew his sword, striking one of his tormentors across the face with the flat side of his sword, and giving the other a hard blow on the back as he turned away.

The command being ready to move, the order was given to charge. The crowd with gun butts, and push them back to give room for the marching column. The celebrity with which it was obeyed sent a panic through the crowd who fled over fences and through yards. Several windows of houses were broken in by men blind with fear who simply dashed away from the guns and landed inside the windows with hands and faces bleeding from broken glass. The march was then resumed without further incident. The miners were soon inside the Emmet stockade. A cavalry patrol will be on guard tonight which gives added confidence to all.

As a result of the hearing before District Judge Owens today all of the men arrested on information charging them with the murder of Fireman O'Keefe were released on bail of \$500 each. Most of the bonds were furnished by Judge A. Lynch, receiver of the United States land office.

TRADE REVIEW.

Encouraging Advance All Along the Line—Prices of Wheat.

New York, Sept. 25.—R. G. Dun & Co.'s Weekly Review of Trade will say tomorrow:

A very moderate and distinct improvement is seen, not only in the buying of materials, which continues at stiffer prices, but also in orders for the products of some industries, in the money markets and in the export of staples, and it is yet a little more than a step toward better things, but has already started some important works and prompted a few considerable contracts.

The continuing arrivals of gold have raised the treasury reserve above \$125,000,000, strengthened the banks and relaxed the stringency in commercial loans, so that at about 1 per cent lower rates more business was done than in the three previous weeks. Hoarding is no longer reported, but some hoards are being unlocked.

The movement of crops continues large and purchases for export have advanced prices or prevented depression. While the gain in the working force is not great, it seems clear that for the first time in many months there is some gain. An important change in the general advance in produce and especially in wheat, which rose sharply on Thursday and Friday, closing 6 1/2c higher for the week, with much buying apparently for foreign accounts. The reports of crops abroad were supposed to be the chief cause, as the visible supplies in this country increased largely, but for the first time since July the receipts fell below those of the same week last year. They are still large and for the first quarter of the crop thus far have been \$2,711,158 bushels, against \$4,414,351 last year, a gain of about 30 per cent, and such receipts

(Continued on Third Page.)

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

Royal Baking Powder ABSOLUTELY PURE