

The Daily Morning Astorian

EXCLUSIVE TELEGRAPHIC PRESS REPORT.

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NO. 232

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

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.



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

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 Tackle, Sets Garden Tools

GRIFFIN & REED
CITY BOOK STORE

THE FIRST DEEP SEA VESSELS

To Dock in the Lower Harbor Are Fine Specimens of the Merchant Marine.

CHELMSEORD AND FULWOOD
Brought the Steel Rails for the Railroad, and Their Jolly Skippers Have Made Many Friends in Port—Short History of the Ships.

Six months ago it would hardly have been thought possible that deep sea vessels would this fall be docked in the lower harbor. Yet such is the fact. The two immense steel ships—steel outside and steel inside—the Chelmsford and Fulwood, now lying at the railroad wharf at Flavel, make a handsome as well as prophetic picture worthy the consideration of every Astorian. Their skippers, Captains Thompson and Lewis, are two of the jolliest sea dogs who ever entered this port. Young, stout and handsome, they are the lords of all they survey in the lower harbor.

Hunday Captain Thompson, of the Chelmsford, entertained a few friends during the afternoon on board his staunch ship. From him it was learned that the Chelmsford was built by the Fairfield Shipbuilding and Engineering Co., Limited, Govan, Glasgow, in 1893. She was numbered 272, built by that firm, and measures: Length, between perpendiculars, 296 feet, extreme breadth of beam, 44 feet, moulded depth of hold, 26 feet 1 inch, round of beam, 19 1/2 inches; net register 2200 tons; carrying capacity, 3520 tons dead weight, exclusive of stores. She is built on regular yacht lines, and each of the large steel plates in her sides contains over 300 rivets. She is steel decked, steel masts and spars, and steel rigging. On her main deck there is a clear space covered with a magnificent flooring laid on the steel, of 200 feet, a fit place for a grand ball. She has four masts, the main mast being 152 feet in height. She was launched on the 11th of November, 1893, and Captain W. B. Thompson took her from the yard. She has two steam winches and large horizontal steel rollers for working cargo. She is now on her second voyage.

Captain Thompson's log book shows that the Chelmsford's first voyage was made from Glasgow to Cardiff, and thence to Santa Rosalia, from there to Portland, Oregon, and back to Hull with wheat. While in Hull her ownership was changed from the Ford line to the Loch line. Her second and present voyage, as every one knows, was with steel rails to Astoria. The cabins of the Chelmsford are numerous and commodious. They are beautifully trimmed in solid teak wood, and elegantly fitted. The captain has his private sitting room, stateroom, business office, bath room, and the vessel's stores comprise everything from a cook's apron to a silver nut-cracker. The desks, tables, and berth facings are built principally of mahogany.

Captain Owen Lewis, of the Fulwood, spent Sunday in Portland, but his first officer kindly gave the following information in regard to that magnificent ship: She was built in 1885 by the Oswald, Mordaunt Company, Southampton, and was numbered 229 at the time she was launched. She is a steel ship throughout, not quite so long as the Chelmsford, and having three instead of four masts. Her lines are quite different from her sister ship, having a very full bow and stern instead of the sharp lines of the other, and in proportion to her dimensions, she has a little less carrying capacity. Her officers' quarters are simply luxurious, the wood work being teak and bird's eye maple, and the upholstery in velvet. The main saloon, private staterooms and bath rooms are very large and elegant in every particular. Each of these now noted vessels carries about thirty men all told, and it takes on each voyage some three or four hundred tons of provisions to supply the wants of the inner man of the crews of each.

Astoria will not soon forget the Chelmsford and Fulwood, their good-natured skippers and crews, who brought the big steel rails for the first railroad down the lower Columbia.

TRYING TO GET TOGETHER.
San Francisco, Sept. 28.—The executive committee of the Republican state central committee was called together this afternoon to devise a plan for uniting the warring elements of the local Republican party. Chairman McLaughlin believes the lack of harmony is endangering the success of the national ticket. The committee adjourned after talking over the situation without formulating any definite plan for harmony.

THE MARKETS.
Portland, Sept. 28.—Wheat—Walla Walla, 56 1/2; Valley, 56 1/2.
Liverpool, Sept. 28.—Wheat, spot, firm; demand, poor; No. 2 red spring, 80 1/2; No. 1 California, 86 1/2.
Meany is the leading tanner, and pays the highest cash price for fur skins.

FOR GOOD ROADS IN CLATSOP

A Few Opinions Stated by the Lewis and Clarke People Regarding Them.

SOME POINTED SUGGESTIONS
Are Made by Mr. Stafford—Roads Must Converge in Astoria—Pay Rolls and Sound Money Needed—Politics and Hard Times.

Lewis and Clarke, Sept. 28, 1896, Editor of the Astorian:—
I was pleased to see so many Astoria gentlemen come over the Astoria and Fozdale wagon road, and I was particularly glad to see E. C. Hollen, for it shows that his health is better than it was a while back.

Astorians can generally be depended on to help along any improvement to their city, so I always knew that this road would eventually be a success. I expect to see the time, in the not far distant future, when the everyday travel will be greater than yesterday's excursion.

In the opinion of Engineer Archibald A. Schenck, given in today's Astorian, he points to what is needed to make Astoria the heart of the future city, which is "trade." He says keep the stores in the trade center. Now, if Astoria is to do that she must work to have the roads point directly to that place. It was the small rivers converging on that point that started the city there, but if the roads, which are sure to be the highways of the future, converge on some other point of the water front, there will the trade go, and there will be the heart of Astoria.

BRYAN AND SEWELL.
They Both Arrived in New York Yesterday.

New York, Sept. 28.—W. J. Bryan arrived at the Hotel Bartholdi at 5:02 today. He was accompanied by a committee from Tammany Hall who had gone to Bridgeport, Conn., to meet him. About 200 persons cheered him at the hotel entrance and he tipped his hat and smiled in recognition. Mr. Bryan was evidently nursing his throat, his coat collar being turned up tight.

A DISCOVERY IN WASHINGTON.
Olympia, Sept. 28.—The supreme court has decided that the law compelling barber shops to close on Sunday is special class legislation and is unconstitutional.

A ROMANCE IN HIGH LIFE

Hon. H. C. Whitney to Be Married at Noon Today to Mrs. Edith S. Randolph.

THE WEDDING A SURPRISE
Mrs. Randolph, an Old Friend of the Whitneys and Widow of the Late ex-Captain Arthur Randolph, of Wiltshire, England.

New York, Sept. 28.—The Hon. W. C. Whitney will be married at noon tomorrow to Mrs. Edith S. Randolph, widow of the late ex-Captain Arthur Randolph, of East Court, Wiltshire, England. This fact was formally announced tonight by Mr. Whitney's private secretary, T. J. Regan, who received a communication during the day from Mr. Whitney advising him of the prospective wedding.

Mr. Whitney, himself, when he left the city two weeks ago to recuperate, did not expect to be married so soon. He accidentally met Mrs. Randolph at Bar Harbor and decided only last Thursday that the wedding should take place tomorrow.

There are several features which tend to cast a halo of romance over the marriage. Mrs. Randolph is an old friend of the Whitney family and has been intimately associated with them. None of the relatives of the contracting parties will be at Bar Harbor to witness the ceremony.

RECORD BREAKERS.
Trenton, N. J., Sept. 28.—The national circuit meet of the League of American Wheelmen opened at the Interstate fair. John S. Johnson, paced by two quads and a triplet, beat all previous records for one mile, crossing the tape in 1:47 flat, the best previous time being 1:48, made by Tyler at Waltham, Mass. Jimmy Michael, the Washington, Mass. paced by two quads and a triplet, covered five miles in 9:54, the fastest time ever made on any track. In the third heat for the two mile professional, Otto Ziegler, the Californian, fell and broke his arm.

WANAMAKER IN NEW YORK.
New York, Sept. 28.—The positive announcement was made this afternoon that John Wanamaker, of Philadelphia, had bought the business of the suspended firm of Hilton Hughes & Co., (formerly A. T. Stewart). It is stated that Wanamaker had bought the entire business of Hilton Hughes & Co., together with either a fee or lease of the real estate used by the firm. Wanamaker will start up business again as soon as the necessary arrangements can be made.

BRYAN IN NEW JERSEY.
Jersey City, Sept. 28.—W. J. Bryan returned late tonight from his late New England tour and after spending about thirty minutes at the Hotel Bartholdi, immediately repaired to Northern New Jersey, escorted by a committee of New Jersey Democrats, where two of the biggest meetings of his tour were held.

FILLING UP THEIR TICKET.
New York, Sept. 28.—Wilbur F. Porter, of Watertown, was tonight nominated by the Democratic state committee for governor to take the place of Jno. Boyd Thatcher. Frederick C. Chaub, of Lewis, was nominated for lieutenant-governor to take the place of Porter.

TODAY'S WEATHER.
Portland, Or., Sept. 28.—For Western Washington and Western Oregon, fair weather. For Eastern Oregon and Eastern Washington, probable showers cooler.

American sport is now the principal article of export to Venezuela from the United States.

THE TIN PLATE MANUFACTORY

Established in Lisbon, Ohio, an Evidence of the Benefits of Protection.

TALKS TO THE COLORED RACE
McKinley Addresses Several Carloads of Delegates to the Afro-Methodist Conference—History One of Patience and Patriotism.

Canton, Sept. 28.—In addressing a delegation from Lisbon, Ohio, today, McKinley said:
"I am glad indeed to have been connected with a piece of national legislation that gave to the town of Lisbon an enterprising tin-plate plant which has given employment to more than 225 persons. You farmers, merchants and businessmen know how valuable that plant has been to your community and I submit to you, no matter what may have been your politics in the past, whether you would now prefer to have that tin-plate factory there than to have it in Wales."

A train at 10 o'clock brought several carloads of ministers, delegates to the Afro-Methodist conference in session at Cleveland. They marched informally to the McKinley lawn, where addresses were made by Senator Green, of Cleveland, Bishop Lee and Bishop Arnett. In reply McKinley said:
"The history of your race is one of wonderful progress under most trying and difficult circumstances. You have demonstrated your patience, patriotism, intelligence and your willingness to sacrifice for your country and sustain its honor at all times and under all circumstances. You have made marked and commendable strides in the field of education and learning. Not only have you been looking carefully after the intellectual, but you have not been neglectful of the moral condition of your race. You have recognized that good character is quite as essential as good education; that good morals are indispensable. Both should go together. You and your race have my hearty congratulations upon the progress you have made, and my prayer is for still greater progress in the future."

FAREWELL TO NEW ENGLAND.
New London, Sept. 28.—Bryan bade farewell to Connecticut at New London at noon today, although he added a few words at New Haven, the last stop in the New England states. At New London Bryan found questioners and for some time carried on a dialogue with an elderly gentleman near the speaker's stand. The police were inclined to interfere at first, but Bryan begged them to let the interrogator go on with his questions, as he would be glad to reply to them.

GOLD RESERVE.
Washington, Sept. 28.—The true amount of the gold reserve is \$122,284,550.

GO TO WORK AGAIN.
Waltham, Mass., Sept. 28.—One thousand operatives returned to work in the mills of the Boston Manufacturing Co. in this place, and others will be taken in and given employment from time to time, until the entire force will be back at work again.

IRON WORKS RESUMED.
Troy, N. Y., Sept. 28.—The resumption of work at the Burdette Iron Works today is the cause of rejoicing in a great many families in this city. There are in the neighborhood of 1500 men employed.

PHILADELPHIAS LOSE.
Philadelphia, Sept. 28.—The Philadelphia cricketers were defeated in the second match with the Australians today by an inning and 71 runs.

NOTICE TO SHIPPERS.
Shippers are hereby notified that local freight to points on the Seashore road will be received at the Telephone dock only. All freight must be delivered one hour before train time. No freight will be received after 4:30 p. m. C. F. LESTER, Supt.

A DISASTROUS CONFLAGRATION

Property and Lives Lost in the Flames at Burke, Idaho, Yesterday.

PANIC IN THE TIGER HOTEL
Fire Started in the Kitchen by the Explosion of a Pan of Grease—Guests Escaped in Their Night Clothes—Many Badly Burned.

Spokane, Sept. 28.—A special to the Spokesman-Review from Burke, Idaho, says:
Burke was visited by a disastrous fire this morning which for a time threatened the destruction of the town. Besides destroying over \$10,000 worth of property, the fire resulted in the death of one man, William O'Meara, and the narrow escape of seven others, all of whom were more or less burned.

This morning when the cook at the Tiger Hotel left the kitchen for a moment, a pan of grease on the range ignited and exploded, scattering flames all over the kitchen. Almost like a flash, the fire spread throughout the lower floor. Before the sleeping inmates of the hotel could be alarmed, the flames had communicated with the upper floors, cutting off escape from the stairway except to a few who were easily aroused.

A scene of intense excitement followed. The guests ran from one room to another in their terror, seeking some means of escape from the flames which were rapidly rushing upon them. But few had time to clothe themselves, aside from their night wraps. In five minutes' time from when the fire started the first and second floors were all ablaze, and the frenzied inmates were compelled to seek the top floor of the building, but not before they were badly burned.

A PERTINENT QUESTION.
Hon. S. B. Huston, of Washington county, state senator and well-known Democrat, publishes the following brief and pointed letter in the Hillsboro Independent:
"It is claimed by Mr. Bryan, and in fact by all free-silver men, that free coinage of silver by the United States will raise the price of silver to \$1.25 an ounce. In other words, that under free coinage the mint ratio and the commercial ratio will be the same."

COMMON MONEY.
Chicago Times-Herald.
It is a peculiar trait of silver standard countries to have no silver for the common people. The currency of China is sine and copper, half of it presumably counterfeit. The currency of India is copper. The smallest coin is the "pie," and it is worth less than one quarter of a cent. In general, in gold standard countries, the common metal money for the people is silver. In silver standard countries silver is supplanted with sine or copper. The common people have no real money.

EQUAL TO THE OCCASION.
Spanish Colonel—"General Weyer, there is an insurgent out in the street who keeps looking over the fence and making faces at the Spanish army. What shall I do?"
General Weyer—"Cable to Spain for reinforcements. I'll capture that man if it takes another army."—Boston Transcript.

REMOTE ANCESTRY.
She—"How far can your ancestry be traced?"
"Well, when my grandfather resigned his position as treasurer of a western city they traced him as far as China—but the old man got away."—UP-to-Date.

Uncle Dick Bland has already uplifted a lightning-rod for the speakership of the next house. When he hears from Maine he will take it down and store it in the smoke-house.—Cincinnati Commercial.

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.
There is but one BEST, and that is
THE SHERWIN-WILLIAMS PAINT
With Paint you will need Brushes and perhaps Varnishes. These and all Painters' Supplies are to be found at
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

SOL OPPENHEIMER
Trustee for the late M. C. CROSBY

Call and Be Convinced

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.

The Successor of the Oregon Trading Co. will inaugurate an **AUCTION SALE** of **DRY GOODS CLOTHING SHOES, FINE FURS MACKINTOSHES** and Thousands of other goods.
Sept. 30, at 2 p. m. The stock consists of 500 Commercial St. S. FRIEDMAN, Auctioneer.

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.
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. MASTEN, Secretary.

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

Royal Baking Powder

ABSOLUTELY PURE