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Morning 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.

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ASTORIA, OREGON, WEDNESDAY MORNING, SEPTEMBER 30, 1896.

NO. 233

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... GRIFFIN & REED CITY BOOK STORE.

Something New and Fresh... A DIRECT IMPORTATION OF SCOTCH, HOLLAND, NORWEGIAN AND GERMAN MARINER'S AND VOLL HEWINGS IN BARRELS AND KEGS. ALSO THE FINEST ANCHOVIS AND NORWEGIAN STOCKFISH. FOARD & STOKES COMPANY'S

HARDWARE, GRANITE WARE, ROPE, STOVES, IRON PIPE, TERRAZA 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. CROSSBY. 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. Tuition—Sub-Normal, \$3.00 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 OF DRY GOODS CLOTHING SHOES, FINE FURS MACKINTOSHES and thousands of other goods. Sept. 30, at 2 p. m. SALE. The stock, valued at \$6,500 is raised from the stock. Sale positively without reserve. 600 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. will run as follows: Leave Seaside at 7:30 a. m. daily. Leave Seaside at 8 p. m. daily except Sunday. Leave Astoria 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. 10 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.

FORMAL OPENING OF FLAVEL BRANCH

Excursion of Prominent Citizens Celebrates an Event in Astoria's History.

THE FIRST THROUGH TRAIN To New Astoria Carries a Large Number of Guests of the Railroad Company—The Large Pile of Steel Rails—Steel Ships.

Astoria turned out in full force yesterday afternoon, at the invitation of the A. and C. R. R. Co., to formally celebrate the opening of the Flavel and New Astoria branch of the road. Incidentally the guests of the occasion were given an opportunity to visit the Hotel Flavel, and the big steel ships now discharging rails at the Flavel dock. The excursion train left the city at 12:30 o'clock, and consisted of three cars well filled with passengers. Stops were made at Sunnyside, Warrenton, Flavel and New Astoria. The day was an admirable one for the event, being neither hot nor cold, and the large crowd was evidence of the general interest felt in the work being done by the company in and about Astoria. The following were among the guests who accepted the hospitality of the company: Dr. Alfred Kinney and wife, President T. H. Curtis, James Finlayson, W. G. Goslin and wife, M. J. Kinney and wife, Mr. Montgomery, W. B. Adair, Elias B. Smith, C. R. Thomson, Joe Hoch, D. Morgan, C. R. Fossil, A. J. Megler, Judge J. Q. A. Bowley, Irenham VanDusen and wife, H. G. VanDusen and wife, J. M. Gillette and wife, Miss Alice Woods, Captain Geo. Woods, Miss Carter, Salem, Mayor Taylor, Capt. Thompson, of the Chemorford, Captain Lewis, of the Fulwood, Capt. Jones, of the Tweedale, Capt. Williams, of the Metwoun, Capt. Stevens, of the Nithelake, R. M. Stuart, Stevedore Johnson, Col. John Adair, and Mrs. Dr. Adair, G. C. Fulton and wife, W. M. LaForce and wife, B. F. Allen, wife and daughter, J. H. Smith, W. H. Wattle, W. W. Corey, W. T. Chatter and wife, C. G. Palmberg, L. M. Long, O. Sovey, Grant Trullinger, P. Grant, Supt. C. F. Lester, Andrew Dalgity, Capt. Reed, Dr. J. A. Fulton, Max Young, C. B. Higgins and wife, Mr. Davis, Hon. C. W. Fulton and wife, James Brown, Knappa, Pat O'Hara, O. Forberg, C. E. Runyon, G. O. Moen, Dr. August Kinney, W. W. Parker, A. R. Cyrus, J. S. Dellinger and wife, E. J. Smith and wife, Miss Rowe, Sait Lake City, Judge Thomas A. McBride, G. W. Lounsbury and wife, Alex Campbell and wife, Judge J. D. Gray, A. Gibbons, H. G. Smith and wife, Rev. Mr. Seibold, B. S. Worsley, J. B. Wyatt, E. I. Dunbar and wife, Mr. Barker, C. S. Wright, Dr. Chance, P. C. Warren, Lyman Kinney, P. A. Stokes, Mr. Holway and wife, G. W. Sanborn and wife, D. M. Stuart, D. K. Warren, J. Q. A. Jamison, S. D. Adair, Frank Warren and wife, Mrs. Carrie VanDusen, C. J. Trenehard and wife, C. B. Smead, St. Louis, F. X. Henry, I. Bergman and wife, A. Leberman, R. S. McEwan, the first county clerk of Clatsop county, who served under Judge W. H. Gray, the Bard of Clatsop, Mr. John Thomas, members of the board of equalization, the grand and petit juries, and court officials.

The first stop of the special train was made at Warrenton where all were given an opportunity of inspecting the new depot and the improvements being made at that point. The depot building is a commodious one, constructed on modern plans, finished in hard wood, and a model of convenience for the business of the public and the company. It stands in the east end of the Y where the road switches off from the main line for Flavel. While the train stood at the depot yesterday the last spike was driven on the new Y connecting the main line with the branch on the right hand side, and the excursion train was the first train to pass over the new track. The whistle sounded and the train moved on to the shop yards near Alder Creek. Here another stop was made while the guests were given an opportunity to inspect the huge piles of steel rails, the storehouse, and the general plans for the improvements soon to be made at that point. It was much of a surprise to the majority of the people on the train to see the tremendous stacks of rails piled up like cord-wood in steel as high as a house, and they began to realize something of the stability and general excellent character of the railroad now under construction. Some twenty-four piles or stands of rails were counted, and the foundations were being laid for another one, as the party stood there in open-mouthed wonder. After some of the gentlemen had counted all the rails in sight, the train moved on to New Astoria, at the end of the line. Here was seen the site of Mr. M. J. Kinney's new salmon cannery and the whole plan of the little town was explained by Dr. Alfred Kinney. It is but a stone's throw from Fort Stevens, where the government is now doing a large amount of important work. The full plans and specifications for the Kinney cannery have been completed by the architect and include eleven buildings, 3x120 feet, and one central building 60x120 feet, ranged

along the water front on the deep water line. The buildings and machinery will be of the most modern design in every respect, and the cannery when completed, will be one of the best on the Columbia river. The piling for foundations is already partly on the ground and the balance of it on the way down the river. The work of construction will commence in about ten days.

On the return trip the train stopped for half an hour at the Hotel Flavel, and it is safe to say that every nook and corner of that handsome hostelry, from basement to garret, was ransacked by the three hundred visitors. The house has just been thoroughly cleaned from top to bottom, the floors oiled, and everything put in readiness for the new furniture and outfit which are expected to arrive shortly. The visitors were loaded in their midst of everything they saw, and were unanimous in their opinion that much credit is due to the contractors, Messrs. Bayles and Palmberg, for the excellent work put up by them.

From the hotel the train switched over to the large dock where the Chemorford and Fulwood are discharging steel rails. Captains Thompson and Lewis were both at home and had their magnificent ships handsomely decorated with flags of all nations. Both skippers were kept busy for an hour or so entertaining the large company of excursionists. A number were heard to marvel at the skill which must have been displayed in stowing such an enormous quantity of steel rails in the comparatively small space of the ships' holds. Captain Thompson said it was all in knowing how to do it, and that the measurement showed that both vessels could have carried more freight, so far as space was concerned, had they been able to stand up under it. The art of loading a vessel, he said, was a good deal the same principle employed by a lady in packing a trunk. While the visitors were being entertained on the dock they were afforded an unusually fine sight. The British ship Melanope crossed over the bar under full sail and came up the river in tow of the Relief. Had the event been specially placed on the program for the day it could not have been better timed.

The return trip to the city was made in a few minutes to the Flavel dock, and upon arrival at the station three cheers were given for Mr. Hammond, the railroad, Superintendent Lester, Conductor Walker, Engineer Stoner, and the other train boys, all of whom had done so much to make the day a pleasant one. It is safe to say that not a few lessons were drawn from the trip, and that many who have never before seen the improvements being made by the company, realized the extent of the growth going on in their midst and the advances being made towards that prosperity so long desired. A better road, a better roadbed, a heavier rail, easier grades and curves, than are being constructed on the A. and C. R. R. R. R. certainly cannot be found on the Pacific Coast. The line is being constructed to handle all the wheat that can be placed on all the rails between Portland and Astoria. With the opening of the new hotel at Flavel, the completion of the depot in the city, the putting on the market of a number of real estate plots and the beginning of foundation work for numerous manufacturing now under consideration, it will not take long to give the old town such an impetus towards its future greatness and such a present activity as has been little dreamed of by the oldest inhabitants.

WRECKED OFF POINT WILSON

The Well Known Steamer Umatilla Runs on a Rock in the Fog.

FOG WHISTLE NOT SOUNDING

The Steamer Beached and Seventy Passengers, Baggage and Perishable Freight Saved—The Captain Stayed by the Ship.

Special to the Astorian.

Port Townsend, Wn., Sept. 29.—At 1 o'clock this morning the Pacific Coast steamship Umatilla, J. C. Carter, master, went on a rock near Point Wilson, two miles from this city. She was en route from San Francisco to Sound points and carried about seventy passengers. The water rushed through the hole made by the rock and in two minutes all the fires were extinguished.

The steamer was hurriedly beached off the rock and run ashore to prevent sinking. It is feared she will be a total loss.

Seattle, Sept. 29.—The steamer Umatilla struck a submerged rock near where the bark David Headley was wrecked some years ago, lost sixteen feet of her keel, and tore a ragged hole in her bottom, through which the water poured in torrents. The passengers had a narrow escape from being compelled to embark in the small boats. The Umatilla left Victoria shortly after midnight in charge of Capt. H. H. Lloyd, a pilot of twenty years' experience, and Capt. J. C. Hunter, the ship's commander. The weather was densely foggy, and against a strong ebb tide the steamer headed for Port Townsend. She had landed over half of her passengers and a large portion of her freight at Victoria. At intervals the whistle was regularly sounded, but the course from Victoria does not bring the ship near any headlands, consequently only a very dim echo could be heard. The ebb tide sweeping down on the port beam of the steamship, swung her a point of two off her course, heading the vessel directly toward the wrecked bark Headley, three-fourths of a mile west of Point Wilson. That was in the proximity of a very low neck of land which lies behind an abrupt bluff that commands Point Wilson.

The sounding of the whistle brought back no echo. From the top of Morgan's hill, the background of Port Townsend, through the thin mist overhanging the dense bank of black fog, could be discerned the brightness of the electric lights. To add to the unfortunate condition of affairs, it is alleged that the fog whistle on Point Wilson was not blowing. Many masters of vessels coming into port lately have made similar complaint, and at times other captains have averred that the whistle was blowing regularly.

A special from Port Townsend to the Post-Intelligencer says that late this evening Pilot Lloyd came ashore and denied that the vessel struck Libby rock. He says she first struck on an extension of the rocky submerged peninsula inside the buoy. She began to fill and the engines were reversed which carried her off shore. She was headed for Port Townsend, when it became apparent she could not reach port and then it was decided to beach her. Captain Hunter is staying by the ship. The passengers were all landed safely as well as the baggage and perishable freight.

THE PERRY COMING

Assigned to Astoria After the Disbanding of the Behring Sea Fleet.

Seattle, Wn., Sept. 29.—The United States revenue cutter Grant arrived here today, nine days out from Ounaska. She is the first of the Behring Sea fleet to come from the north this season, and reports all well. The cutters cruising in the North Pacific and Behring Sea were the Wolcott, Grant, Perry, Corwin, Rush and Bear, and up to the date of the disbanding of the fleet they had cruised 79,000 miles and boarded sealing schooners 182 times. The cruisers Satellite, Icarus and Pheasant, of the British navy, acted in conjunction with the American fleet. Seven schooners were seized during the summer for violation of the regulations of the Paris award. The James G. Swan, Fort Townsend; Joan Gray, San Francisco; Alnoaka and Viva, Victoria, and the Beatrice, Vancouver, were selected for being found within the closed area of 60 miles from the Pribiloff Islands. The Sitka, of Juneau, was seized for sealing in the North Pacific without a license, and the Aurora, of Victoria, for shooting seals in Behring Sea.

There were 55 schooners engaged in sealing in Behring Sea after August 1, three quarters of them being British vessels. The weather has been favorable for sealing, but the seals have been scarce and the average catch has been little over half that of the season of 1895. The Bear reached Point Barrow, closed the relief station there and brought away the keeper. She also brought to Ounaska the Rev. Sheldon Jackson, Bishop Rowe, of the Protestant Episcopal church, Louis Schloss Jr.,

MCKINLEY TO THE FARMERS

Cannot Decrease Competition nor Increase Markets by Destroying Credits.

ON THE AMERICAN MARKETS

The Farmer Must Mainly Rely, and He Cannot Make Them Better by Putting Out the Furnace Fires and Closing the Mills.

Canton, Ohio, Sept. 29.—Rain fell incessantly from early morning and demonstrations on the McKinley lawn were entirely out of the question. Four of the visits announced were postponed.

The old soldiers from the home at Sandusky and residents of the vicinity arrived in a special train of seven coaches soon after noon. They were taken to the Tabernacle, where McKinley met them. An address was made by Sergeant Hopkins in behalf of the soldiers, and by L. W. Hall on behalf of the citizens.

A special train of ten coaches brought a second delegation. It started from Walkerton, Ind., and picked up railroad men in all branches of the work, farmers, mechanics, and citizens in general, between that point and Chicago Junction, Ohio. To the Indians, McKinley said: "I am glad to welcome the citizens of a neighboring state representing all the occupations and employments of the people. I am glad to welcome the farmers, and the employes of the Baltimore and Ohio Railroad and the citizens generally who have honored me with this call.

"The farmers must appreciate, if they do not already, that we cannot increase their markets or decrease their competition, either at home or abroad, by destroying the credit of the country; that we cannot cut down the competition which they have in India, Russia and the Argentine Republic, or increase the consumption at home of their products by cutting down the value of our currency. The only way the farmer can be benefited is through a larger consuming class. The mints will not furnish the farmer more consumers; he has the most profitable market for what he produces at home, and not abroad. He is met in the markets of the world by products of other lands. The only market he can rely on every day of the year is the American market. And what he wants to know is how to make that American market the best. He cannot do it by closing the mills. He cannot do it by putting out the fires of our furnaces. He cannot do it by taking business away from the great railroad lines. He can only improve the American market by favoring a policy that will put every man to work who lives beneath our flag, and put them to work at living wages. Not on the wage scale of some other nation, but on the American scale, the best in the world. And you cannot improve that market by destroying the credit of the country, for the credit of the country lies at the foundation of capital and prosperity. The minute you destroy the credit of the country you have taken away from the manufacturer the ability to get money, and when he cannot conduct his business he cannot employ men, and when he does not employ men he does not pay wages, and when men do not receive wages they have no wages to spend, and when they have no wages to spend they make poor customers for the farmers. The farmer can no more increase the value of wheat by diminishing the value of the American dollar than he can increase the quality of his hay by diminishing the hay wagon on which he hauls it."

STRANDED IN FRANCE

Armenians Suffering from Lack of Assistance After Escaping Massacre.

(Copyrighted, '96, by Associated Press.) Marseilles, France, Sept. 29.—There is a bad condition of affairs in this city which seems to be a disgrace to Europe and to the Armenian associations generally throughout the world.

Subsisting upon government, municipal or private charity here are 500 unfortunate Armenians, men, women and children, young and old, healthy and sick, who have succeeded in escaping from the bloody massacre at Constantinople, and who are one and all buoyed up by the hope of being able eventually to reach the land of freedom, the United States. Three weeks have already elapsed and nothing definite appears to have been done for their relief, much less toward finding them homes, by any of the associations for the relief of suffering Armenians which have been organized in England or America. Only about eighteen of the 800 Armenians who reached here have as yet been able to start for the United States. These few emigrants are of the better class of Armenians.

WIPE OUT OF EXISTENCE

Many Towns in Mexico Destroyed by Hurricane—Yellow Fever.

City of Mexico, Sept. 29.—Telegrams from Mazatlan state that the town of Altata has completely disappeared as the result of a recent hurricane. Every house was destroyed, burying the inhabitants in the ruins. The only building standing is a portion of the custom house. The bark Elena and schooner Rebecca are probably lost. The town of Eliota was wiped out of existence, only one house remaining. Nineteen persons were drowned there.

Other towns destroyed are Tecuma, Escapera, Sillado, and Corotas. The inhabitants of all the towns who escaped death are without food, shelter and clothing, and the authorities have taken immediate measures for their relief. It is rumored that yellow fever has appeared at Mazatlan.

Mr. C. F. Overbaugh, traveling freight agent of the O. R. and N. Co., spent yesterday in the city visiting with his numerous friends.

SHARKEY MAD.

Denver, Col., Sept. 29.—Theodore Brown today received a dispatch from James J. Corbett that both the California clubs having failed to deposit the purse for his fight with Sharkey, the match is off and he will now make a match with Fitzsimmons as soon as possible. When informed of this Sharkey, who is here to give an exhibition with "Reddy" Gallagher, became very mad and announced that he will break Corbett's neck on sight.

JUPE, THE TWO-YEAR-OLD

Readville, Mass., Sept. 29.—The world's champion, Jupe, today reduced the record for 2-year-old trotters at the Readville Park track. After going an easy mile John Payne let the colt step the second heat thus: Quarter, 33%; half, 1:37; three quarters, 1:39; mile, 2:17. Up to last week Tommy Britton held the race record for that age at 2:15.

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