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The Daily Morning Astorian.

EXCLUSIVE TELEGRAPHIC PRESS REPORT.

VOL. XLV. ASTORIA, OREGON, SUNDAY MORNING, OCTOBER 4, 1896. NO. 237

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HAS A REGULAR AND PERMANENT
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Our Handy Wagon...

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The Successor of the Oregon Trading Co. will inaugurate an
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OF THE
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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

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ASTORIA'S TRADE WITH THE ORIENT

Lines of Commerce Rapidly Developing on Pacific Northern Coast.

THE FUTURE WELL OUTLINED

Prominent Traffic Man Gives Facts and Figures—Present Traffic Greater Than Transportation Facilities—Trade Moving Northward.

Daily new evidence is transpiring of the increasing importance of the port of the Columbia River. Within five years Astoria will be the acknowledged leading port of the Northwest. Everything points in that direction. Yesterday Mr. Wm. Harder, the general agent at Portland of the Great Northern Railway, spent the day in the city and made a thorough canvass of the situation. Mr. Harder is a well known enthusiast upon the subject of Pacific coast traffic, and while an enthusiast, he is one of the most conservative men in the traffic business. When asked regarding the condition of trade with the Orient, and the future prospects of the development of that trade via the Columbia, Mr. Harder said to an Astorian representative:

"I have some peculiar ideas on this subject. Did you ever stop to think that there are 400,000,000 people in China and 40,000,000 in Japan? Now then, if we only deal with ten per cent of this gross population, or 44,000,000 people, we will have business relations with a population equal to 75 per cent of the whole population of the United States. These are minimum figures, and I am satisfied that within a very few years our trade relations on the Pacific coast with Oriental countries will far exceed these figures. Only yesterday I saw a man in Portland who has contracted with the Japanese government to supply from Akron, Ohio, all of the rubber goods to be used in the Japanese navy. These are matters which we do not ordinarily think about. But I believe I am safe in saying that within five years' time from now you will find as many freight steamers on the Pacific ocean, plying between this northern coast and the Orient as are now engaged on the Atlantic.

"What was the main object of Li Hung Chang's visit to the United States? He is the chief executive officer of the Chinese empire. He is now engaged in building railroads and tearing down the various trade barriers between the cantons of his nation. It is his intention to adopt our ideas and methods of commerce and establish trade relations with us. The Pacific coast will in a few years be the bulls' eye of the United States, and you must not be surprised if you see the wheat from Minnesota moved to the Pacific coast instead of to Chicago. Look at the present condition of the wheat markets of the world. The Pacific coast is today unable to supply the demands made by India and Australia for bread stuffs to supply the deficiency caused by the short crops in those countries. The price of wheat has gone up all over the world. This is the natural source of supply for those countries and even were there not a shortage, the rice-eating nations are rapidly being educated to the use of American wheat and flour. Within the past few days you have witnessed the sight at Astoria of the departure for the Orient of two extra steamers loaded to the gunwales with wheat and flour. One, the Chittagong, was run in the O. R. and N. line, and the other, the Hupeh, in the Canadian Pacific line. Both had to leave cargoes behind which they were unable to handle. One firm in Portland alone is now doing a business of $20,000 per day in wheat, flour and feed to Australia, India, Siberia, China and Japan. Other firms are largely engaged in the same traffic, the business is rapidly growing, and it is settled beyond a peradventure of doubt, that more steamers will be put on the lines now in operation, and other steamer lines to the Columbia will be organized.

"Another thing which has been brought to my attention lately, and which of necessity encourages the business men and railroads of the Northwest, is the fact that the whole shipping business of this coast is moving north from San Francisco. Nothing is going south of that port. Merchants and dealers on both sides of the Pacific prefer to deal with the men of the North, who possess nerve and brains requisite to the handling of large affairs. Look at the whole shipping business of the world. Where is your civilization? It is in the northern countries, where the men have that activity and hard working qualities which enable them to successfully compete with the world. It is not in the enervating and heated countries of the south that you find the largest concerns and greatest traffic activity.

"In all these rapid changes and advancement in business, is it not easy for a blind man to see the position that will be occupied in the near future by Astoria and your new railroad? The railroad is the key which opens the door of this coast to the highest com-

(Continued on Fourth Page.)

THE REVENUE CUTTER SERVICE

Origin of the United States Navy a Hundred Years Ago.

DESCRIPTION OF THE PERRY

One of the Finest Vessels of the Fleet, but Was Compelled to Go to San Francisco for Repairs Because Astoria Has No Drydock.

The presence of the revnue cutter Commodore Perry in the port of Astoria has caused no little comment upon the service and inquiry into the methods of that department of the government. The Perry is one of the finest vessels of the fleet under the control of the secrtary of the treasury. She was originally built for service on Lake Erie, and came to the Pacific some four years ago. She expected to leave last night, but will get out early this morning for San Francisco, where she will be put on the drydocks for two months, and will undergo very thorough repairs. While in San Francisco Captain Smith will exchange positions with Captain Roath, of the Corwin. All day yesterday the Perry was engaged in taking on coal at the gas company's dock, and notwithstanding this disagreeable work, she was besieged with visitors all day. Captain Smith and his officers are the most hospitable and well entertained all comers.

Third Lieutenant R. M. Sturdevant explained the vessel to an Astorian representative. The Perry is 165 feet in length, with 25 feet beam, and 10 feet depth of hold. She is barkentine rigged with a single expansion engine, and has a speed of eleven knots an hour. Her coal consumption is comparatively small. On the trip from Ounalaska to Astoria, a distance of 1700 miles, she used ninety-four tons of coal, having taken on 100 tons before leaving port, and having six tons left in the bunkers upon arrival here.

The following is the roster of the vessel: Captain, H. D. Smith; first lieutenant and executive officer, W. G. Ross; first lieutenant and navigating officer, J. B. Brown; second lieutenant, F. J. Hake; third lieutenant, R. M. Sturdevant; chief engineer, J. R. Daily; first assistant engineer, J. E. Dorry; second assistant engineer, J. B. Turner. All told, she carries forty-three men and officers.

The Perry's armament consists of two one-pound rapid fire guns. To this will be added while in San Francisco, a six-pound rapid fire Hotchkiss.

During the present season's work it was not necessary to fire a shot, although a number of important seizures were made by the Perry. The summer work of the revenue cutters in Behring sea requires the men to board each sealing vessel, examine it for fire arms, ammunition, skins, shot holes in the skins, and the sex of the animals captured.

The captain's quarters on the Perry are elegant and complete in every detail. The wardroom of the officers is commodious and fitted up with every convenience, both for recreation and business. The staterooms opening out of the wardroom are most comfortable in all their appointments. All of the servants are Japs who seem to give the best satisfaction for this work. The engine rooms, charthouse, and galleys are complete and compact. The entire ship is fitted with a modern system of electric signals.

A prominent writer in the last issue of Frank Leslie's monthly gives an interesting account of the United States revenue marine service. Comparatively little is known of the real character and duties of the revenue cutter service, although it has been in existence for more than a century, furnishing the treasury department with a little navy of its own. The motto of the corps has not been "Glory," but the time-honored battle-cry "Duty," and the path of duty has led its officers to many brilliant achievements. While the revenue cutter service, from its connection with the treasury, is apparently a civil establishment, it has always been upon a military basis. In 1790, when the finances of the country had been drained by the Revolution, and it was so necessary to stimulate the commercial interests of the embryo nation, this branch of the public service was organized, eight years prior to the building of our navy. The United States did not, at the time, possess a single warship to maintain her newly acquired dignity upon the high seas. General Washington, assisted by Secretary Hamilton, of the treasury department, with characteristic care and foresight, selected the officers to form this new corps from among the commanders of the continental navy, the "fighting quality" of each individual being his best recommendation for appointment. Upon the recommendation of Secretary Hamilton, congress authorized the building and equipping of ten vessels, the cost of each not to exceed $1000, to be manned by a captain whose compensation was to be $30 a month besides his subsistence; a first second and third mate, four mariners,

(Continued on Fourth Page.)

THE REPUBLICAN WESTPORT RALLY

Little Town the Scene of a Great Demonstration for McKinley and Sound Money.

THE TORCHLIGHT PROCESSION

One Hundred and Fifty Were in Line—Hon. T. J. Cleeton Delivered an Excellent Address—Club Formed of About Fifty Members.

At 4 o'clock yesterday afternoon the steamer Queen left Astoria for Westport carrying about seventy-five local Republicans. A drum corps was along, as was also the Glee Club. Stops were made at Knappa, Clifton, and other towns, and the Queen arrived at Westport at 7:20. A large number of ladies and gentlemen met the boat at the dock and the torchlight procession was formed. One hundred and fifty persons were in line.

Hon T. J. Cleeton delivered an excellent address in the town hall, which had been decorated for the occasion. Mr. Cleeton confined himself wholly to the money question and proved beyond the shadow of a doubt the fallacy of the free silver heresy. His illustrations brought out his points plainly and were the cause of frequent outbreaks of applause.

The Glee Club rendered several lively selections and was forced to respond each time. At the conclusion of Mr. Cleeton's speech the Westport McKinley and Hobart Club was organized, 59 signing the constitution and by-laws. Mr. Robert McMath was unanimously elected president and Mr. McFarland secretary.

A feature of the evening was the action of three men in tearing Bryan buttons from their coats, throwing them to the floor and substituting McKinley buttons.

Dinner was served at Mrs. West's residence and the hearts of the hungry Astorians made glad by what was unanimously pronounced the most elegant repast ever spread before a crowd of politicians. The Republicans extend their thanks to Mrs. West and daughters for the accommodation.

HIGH SCHOOL ENTERTAINMENT.

A Successful and Spirited Rendition of the Piano Fund Program.

For lack of space in yesterday's issue a full account of the creditable performance given at the opera house Friday evening for the benefit of the High School piano fund was omitted.

The opening number, Glover's "Woodbird Song," a duet by the Misses Reba Hobson and Laura Fox, was an indication of the excellent character of the program to follow and received a hearty encore. Miss Mabel Carter's rendition of "Old Ace," or the story of a trotting race for a girl, in which the winner gets the girl, was a clever bit of character sketching. Miss Ruth Garner next sang a solo in her usmual acceptable style. "The Village Idyl," a love scene between members of two families which had been engaged in a feud, with the usual difficulties and incidents which are attached to the principals in such scenes, including the impersonation of the village gossips, as interpreted by Miss Carter, brought out a round of applause.

Mrs. Brenham VanDusen's solo, "Dreams," added new laurels to that lady's well established musical reputation. In the second part Miss Mabel Carter gave evidence of unusual elocutionary ability. Her first number was entitled "On the Other Train," which was a most pathetic production and was listened to by the audience with wrapt attention. "Prompt Obedience," or the story of a mischievous girl who shuts up the skylight on her mother's order when she knows her aunt is on the roof, a thunder shower comes up and the old lady receives a shower bath which causes the girl to be locked up for a week, was a most humorous recitation admirably rendered. Miss Carter's closing number, the "Tiger Lily Race," which recites the prowess of a back number winner, was a good description of the progress and excitement of the race. Miss Carter has unusual ability as an elocutionist, and with the study which she proposes for herself in the near future, is destined to make an enviable reputation.

Miss Pearl Holden sang "The Robin's Message," and Messrs. Belcher, Burnett, Smith and Garner gave several quartets which fully susta ined their reputation for fine music. The entertainment on the whole was a treat which well repaid all those who had the pleasure of hearing it.

THE MARKETS.

San Francisco, October 3.—Hops, 2@4.

London, October 3.—Hops, £1 15s.

Liverpool, October 3.—Wheat, spot, steady; demand, poor; No. 2 red spring, 6s; No. 1 hard Manitoba, 6s 2d; No. 1 California, 6s 3d.

Suppose the ratio should take the job out of the hands of the politicians and fix itself?—Washington Post.

ALDERBROOK TO THE FRONT

A Very Enthusiastic Meeting of Property Owners Was Held Yesterday.

STREETS ARE TO BE GRADED

Transportation and Water Supply Questions Considered—Permanent Organization Effected and Committees Appointed.

Yesterday afternoon the east end property owners gathered at the Alderbrook school house and perfected permanent organization. The residents of that end of the city together with a number of property owners from down town, were out in goodly numbers, and showed by their earnestness and enthusiasm that matters are not going to lie dormant on the east side any longer.

Hon. W. F. McGregor was unanimously chosen permanent chairman, and in the absence of Temporary Chairman F. L. Parker, E. J. Smith was chosen permanent secretary of the organization, which will hereafter be known as the East End Imprivement Club. The objects of the organization will be to further the interests of that end of the city, and it is hoped that in a few months' time through the efforts of the club, that part of the city lying along the waterfront and east of the Astoria Box Factory will not only have ample transportation accommodations, but will receive some of the benefits of the new water system enjoyed in all other parts of the city. The improvement of a street from the present roadway on the West line of Alderbrook east to the VanDusen line will be a matter of early consideration. Date street has recently been surveyed to the east line of Alderbrook, and the city engineers' estimate will probably be ready in a few days. It is expected the property owners of Alderbrook, through which the street will pass, will unanimously approve of its improvement.

The various committees appointed at the last meeting made only verbal reports and asked for further time. The time was given with an urgent request of the chairman that full reports be handed in at the next meeting, two weeks hence.

Dr. J. J. Walter said that he understood other parties than the Astoria Street Railway are ready to submit a proposition, not only to the Alderbrook people, but to the people of Astoria, for a system of rapid transit, and moved that a committee on transportation be appointed to take up such matters with any and all who might come along with a proposition. The motion prevailed and on the committee were appointed Dr. J. J. Walter, E. A. Seeley, and E. J. Smith.

The people of Alderbrook, in fact all that part of the city east of Hanthorn's cannery, are sorely in need of proper and adequate water supply. Up to the present time they have been depending on the springs back in the hills, but as that end of the city has increased in population the supply became more and more inefficient. Today they are experiencing almost a water famine. Chairman McGregor brought the matter before the meeting, and suggested that an effort be made through a committee, to have the city water extended into Alderbrook. His remarks were followed by a number of others directly interested. Upon a motion by Mr. Van Dusen, Max Young, George Nelson, E. Peterson and W. F. McGregor were appointed a committee to confer with the water commission.

In reference to the protection of the ship channel along that part of the city, B. VanDusen, F. P. Kendall, and E. J. Smith were appointed a committee to confer with the commerce and navigation committee of the Chamber of Commerce.

The people of Alderbrook are awake to the situation and propose to see that East Astoria has good roads and proper recognition by the city. Every feature of the situation was thoroughly discussed before the meeting adjourned to two weeks hence.

TEXAS POPULISTS BOLT BRYAN.

Dallas, Texas, October 3.—Judge Woods, a Populist elector-at-large, and Merriam M. Williams, the elector for the Tenth District, made the public announcement today that they will not support Bryan for president. The Watson feeling is intense.

SHORTHAND CLASS.

Beginners' class meets on Tuesdays and Fridays. Advanced class meet on Mondays and Thursdays.

MRS. P. F. WOODFORD.

MOST NOTABLE DAY EXPERIENCED

Twelve States Represented in Yesterday's Delegations at Canton.

THE NATIONAL WHEELMEN

Made the Most Elaborate Demonstration of the Day—McKinley Addresses Sixteen Audiences Coming on Special Trains at Short Intervals.

Canton, October 3.—Today was the most notable day for delegations yet experienced. In the enormous crowds present twelve states were represented by delegations ranging from small clubs of wheelmen to many train loads of citizens, representing all interests. The demonstration began early and continued until late, special trains arriving at short intervals from early morning till late in the afternoon. Major McKinley addressed sixteen audiences on his lawn. These audiences represented many delegations, as high as seven being included in one audience. The reviewing stand from which the Major is accustomed to review parades and stret demonstrations was re-erected on the front of the lawn. All day the streets were filled with marching clubs and gaily uniformed bicyclists, accompanied by bands and drum corps, and a kaleidoscopic effect was ever in view with shifting banners, flags, streamers, decorations and other campaign paraphernalia. The most elaborate demonstration of the day was that made by the wheelmen under the auspices of the National Wheelmen's McKinley and Hobart Club. The incessant rain of the past week interfered materially with the proposed overland trip, but many came by train and in the parade and at the meeting addressed by Major McKinley clubs from twelve different states were represented. Addresses on behalf of the wheelmen were made by R. P. Walker, president; W. P. Williems, vice-president, and W. W. Wells, executive committeeman.

THE JOSEPH BANK ROBBERS.

No Trace of the One Who Carried Off the Swag.

LaGrande, Or., October 3.—The examination of James Tucker for participating in the bank robbery at Joseph on Thursday, took place today. He waived examination and was held in five thousand dollars bonds to appear before the grand jury. The posse searching for Cy. Fitzhugh, the robber who escaped with the money, has returned to Joseph. No trace of him was found after he changed horses. However, a hunter claims to have seen Fitzhugh just before dark Thursday evening twelve miles from Joseph. Fitzhugh was on the trail leading to the Snake river, evidently intending to cross the river at Brownlee's ferry. He was alone and carried no rifle, being armed only with a pistol. From this it is thought impossible for him to escape.

BRYAN ACCEPTS.

His Letter on the Populist Nomination Short and Very Sweet.

St. Louis, October 3.—Bryan tonight gave out for publication his letter of acceptance of the Populist nomination for president, as follows:

"The nomination of the People's Party for the presidency of the United States has been tendered me in such a generous spirit and on such honorable terms that I am able to accept the same without departing from the platform adopted by the Democratic national convention. I fully appreciate the breadth of patriotism which has actuated the members of the People's Party, who in order to consolidate the sentiment in favor of bimetallism, have been willing to go outside of their party lines."

TROUBLE FOR BRYAN ELECTORS.

Portland, Or., October 3.—Zera Snow, as counsel for the gold standard Democrats, has filed a protest with Secretary of State Kincaid against placing the fusion candidates for electors on the ticket as Democrats. The protest is based on the claim that Chairman Starr had no authority to fill the nominations, and that there were only three vacancies to fill as Oglesby, who had accepted the nomination of the Democratic state convention, had not declined when the nominations were filed. The gold standard Democrats seek to have their nominees classed as the regular Democratic nominees.

Meany is the leading tailor, and pays the highest cash price for fur skins.

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

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