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AN EXPLOSION OF GASOLENE

Deals Death and Destruction to Well Known Astorians.

CLAUDE HANTHORNE WRECKED

Captain Hanthorne Badly Burned and First Officer Layzell Dead from Suffocation. Outsiders Probably Responsible.

By the explosion of gasolene at 4 o'clock yesterday morning on the large launch Claude B. Hanthorne, one man was killed and another seriously burned.

Captain Claude B. Hanthorne and First Officer James Layzell of the launch Hanthorne went aboard Sunday at 2 p. m. at the Astoria Iron works griddon, where some alterations were being made in the house of the vessel. They retired for the night almost immediately. The boat had not been used in any way during the day. About four o'clock in the morning the captain says he was awakened by the groans of Layzell and went to his help, both men sleeping in the same room. He shook him, but could get no reply and his breathing apparatus labored the captain realized Layzell partly out of his bunk and held him in his arms and worked with him until he breathed easier. Still the man could not speak. Supposing that he had fainted the captain started for the main deck for cold water. In the meantime, while working with Layzell he heard the gasolene escaping from the little vent gauge, which he quickly turned off. As the boat was resting partly on the griddon and partly in the water she was not floating on an even keel, but was listed. This he knew was the cause of the gasolene escaping from the pipe and thought that from the list taken just at the time all had escaped, but now believes some had leaked out before. Having slept in the room and inhaled the odor in his sleep it was not detected on awaking. Before going on deck and not knowing any quantity of oil had escaped the captain thought it best to light the lamp always kept ready for such purposes. The first match struck burned out without lighting the lamp. Turning the wick higher a second match was lighted and the lamp burned freely. Just at that moment the explosion took place and in a second the cabin was in flames. Realizing that he could not save Layzell and himself single-handed, himself being badly burned, he rushed on deck, sprang overboard into the water, which was up to his armpits, his underclothing and hair being on fire and went to the nearest house on the river bank, Mr. Taylor's, and with young Taylor returned to the boat in an effort to save the first officer's life. At this time the fire had gained such headway in the cabin, which was dense with smoke, that they could not possibly reach the room where Layzell was lying. The captain in the meantime had gone up on the hurricane deck of the steamer and from there to the lower deck by the ladder, with the skin all burned off his hands and was again compelled to jump overboard to save his life, followed by young Taylor. The fire company now reached the scene and put out the fire on the boat. Captain Hanthorne was taken to Mr. Taylor's house for care, as he was dangerously burned.

Layzell evidently died through suffocation, and was burned somewhat, but was certainly not conscious of any suffering. The captain says he could hear him groaning when he went back to the boat the second time. Those who were near by and with the captain when he was trying to raise the alarm, and after all was over, say that the captain's only trouble was regarding Layzell. His heroic efforts in trying to save him at the peril of his own life, showed his fine feeling. Suffering now severely from his own wounds, where he lies in his father's residence in eastern Astoria, he is suffering more in mind, as his only thought seems to be for Layzell, a young man of his own age—22 years, and between whom had grown a strong friendship. The unfortunate first officer, James Layzell, was well known and respected in the community. He was possessed of splendid habits, good education and gave promise of future success. He was first officer of the Mayflower, which recently sailed for Alaska, and as the Hanthorne took her place on the Gray's river and Chitook run, Layzell became interested in the business with the boat.

It is not known whether Layzell was affected by the gasolene during the night, or had some other ailment.

The captain of the launch is a son of Mr. J. O. Hanthorne, the well known canneryman. His legs and hands were badly burned and his face slightly burned. It is believed, however, that he will pull through all right and will not be disgraced. He did not notice the smell of gas when he first awakened, and cannot tell

whether Layzell was more affected by it than himself, or whether he was suffering from some other trouble. Mr. Hanthorne, the owner, blames no one for the accident. Outside of what gasolene leaked through the vent there was no explosion. All the pipes and tanks are intact. The principal damage to the boat was sustained by the cabin and will amount to about \$200.

Mr. Deason, the engineer of the launch, states that he cannot understand how this vent gauge became opened, as it was necessary to have it closed at all times as he used air pressure to force oil to the engine and with this vent open it would be impossible to use it in this way. He thinks that during Sunday when no one was on the boat some outsider must have gone aboard and carelessly opened the vent, not knowing what he was doing. Had the Hanthorne not been equipped with the safest oil tanks that can be had the explosion might have been much worse. This accident ought to be a lesson of warning to all boats carrying light sheet iron tanks to replace them with boiler-made high-pressure tanks. The Claude B. is one of the best equipped gasolene launches on the Columbia river in every respect, and such an accident as this could not have happened in any other way than by the leakage while the men were sleeping in the same room and the consequent dulling of their sense of smell.

Young Layzell was a member of the order of Red Men, who will conduct the funeral this afternoon at 2 o'clock. The parents of the unfortunate young man have the sympathy of the entire community.

DISGUSTED WITH THE OUTLOOK

MINER RETURNED ON CAPILANO SAYS GRANCES REACHING KLONDIKE POOR.

STEAMER EUGENE IS LEAKING AT ALERT BAY AND PASSENGERS REFUSE TO GO FURTHER ON HER.—ASSISTANCE SENT TO HER.

VANCOUVER, B. C., Sept. 6.—The steamship Capilano, Captain Powis, returned this morning from Juneau, Dyea and Skagway. She brings down one miner from Juneau who is disgusted with the outlook for getting to the goldfields this fall. Her cattle and horses were landed safely, but the American customs officials charged a duty of \$30 on each horse. On the way down the Capilano spoke the steamer Bristol and the sternwheeler Eugene, which left Victoria last week, at Alert Bay. The Eugene commenced leaking soon after leaving Union, where it will be remembered she was seized by officials for violations of the Canadian customs regulations, and got away by cutting her way through the ice. It took the Bristol 24 hours to tow the Eugene back to Alert Bay. An attempt is being made to patch her up, but the passengers refuse to travel on her. They wanted to charter the Capilano, but as she had a passenger for Vancouver Captain Powis was unable to assist them. He spoke the steamer Tees of Victoria on the way down and doubtless she will go to their assistance.

THE CAPILANO AGROUND.

Struck on a Reef Outside of Montevideo Bay.

New York, Sept. 6.—A dispatch to the Herald from Montevideo says:

CAPTURED ROBBERS.

Fire the Jail in Which Confined and Were Cremated.

Fargo, N. D., Sept. 6.—The city marshal and a posse after a hard fight captured three tramps who had robbed several stores at Conway, a small town in western Walsh county, and placed them in the city jail. At an early hour Sunday morning the jail was discovered on fire and before the flames could be extinguished one of the tramps was cremated and the other two have since died from frightful burns. It is supposed the men tried to burn a hole through which they could escape, and the blaze got beyond their control.

NO MORE FUSION IN COLORADO

The Democrats Decide To Go It Alone From This Time On.

STILL BELIEVE IN BILLY BRYAN

A Little Sarcastic on the Bountiful Crops.—Government Injunction Stirred Up and Striking Coal Miners Endorsed.

Denver, Sept. 6.—The democrats of Colorado today decided that hereafter there shall be no fusion by that party with any other.

After a very heated session John A. Gordon, of Las Animas county, a straight democrat, was nominated for supreme court justice by the decisive vote of 22 to 16. A notable event was the announcement made on the floor of the convention by a silver republican that Judge Hayt, who was nominated on Friday by the republicans at Denver and the silver republicans at Glenwood, would not accept the Denver nomination, because it would necessitate his endorsement of the St. Louis platform, whereas his sympathies were with the ticket nominated at Chicago. The platform after referring in laudatory terms to W. J. Bryan and predicting his election to the presidency in 1900, says: "We believe the free coinage of silver at the ratio of 16 to 1 to be the paramount issue before the people of this nation."

"Government by injunction," was touched on, the cause of the striking coal miners of other states endorsed and the administration of Governor Adams commended. The platform then says: "We recognize in the bountiful crops of the country and the failure of crops in competing countries a splendid advantage to our people by raising the price of farm products, but we deplore famine in other lands and desire a prosperity that does not depend upon the adversity of the balance of the world."

Efforts were made to secure the endorsement of the silver republican candidate, Judge Hayt, and the populist candidate.

GALVESTON QUARANTINES.

Galveston, Sept. 6.—City Health Officer Fisher has declared a quarantine by water against New Orleans and has sent the following to State Health Officer Wearington, at Austin: "New Orleans has a case of yellow fever; Ocean Springs two cases. Please notify them that quarantine precautions have been taken and keep us thoroughly informed so that we can protect our municipality. Answer: S. J. Kinmer, acting mayor."

WILL STAY WITH US.

A Rush of Business Causes Dr. Darrin to Postpone Leaving Until October 1.

Dr. Darrin, the eminent physician and specialist, at the request of many friends and the great interest shown by the suffering and afflicted, has consented to stay with us until October 1. The truly wonderful cures he has accomplished are being testified to by a host of afflicted sufferers who can be seen and consulted on the miraculous cures on their behalf. It is safe to say that no specialist has attained the prominence of Dr. Darrin in this country, and he cannot help but meet with grand success.

Those who are disposed to doubt Dr. Darrin's cures will have their doubts shaken on reading cards from Mrs. Captain M. D. Staples of Astoria and Mr. Clark E. Gardner of Portland. Mr. Gardner is a man well and favorably known to all our readers, he having resided in Stella, Oregon, for a long time. His case will go far to establish the skill of Dr. Darrin now stopping at the Occident hotel, Astoria, and Mrs. Staples is known to all.

MRS. STAPLES' CARD.

Astoria, Oregon, Sept. 6.

MR. CLARK E. GARDNER'S CARD.

THE PROHIBITIONISTS.

New York, Sept. 5.—The prohibition city convention today nominated Wm. Wardwell for mayor of Greater New York, Alfred H. Walker for comptroller, and Thomas Crawford for president of the council.

"YELLOW JACK" IN NEW ORLEANS

One Death Occurs And The City Is Quarantined.

DOCTORS ARE NOT ALARMED

Say There Is No Cause For Fear and Disease Can Be Easily Stamped Out—City Has A Million Dollars to Spend.

New Orleans, Sept. 6.—Raoul Gelphi, died this morning. Dr. Wamsley, acting president of the board of health, after an autopsy, announced that Gelphi died of yellow fever.

Gelphi was the son of prominent people here and had been spending some time at Ocean Springs where he was taken down with fever. Soon after arriving home, despite the best of medical attendance, he died.

Steps were promptly taken to prevent a possible spread of the disease. As the case was one of importation, the doctors expressed confidence that they would be able to check the spread of the disease.

The death of young Gelphi naturally caused no little excitement in the city among the lay public, physicians, however, express no apprehension and state their belief that it was quite possible to arrest the spread of the fever.

The board during the day ordered rigid quarantine against all points on the gulf coast and had taken every precaution to guard against the entry into their city of any person from Ocean Springs.

"We have no fear," said Dr. Wamsley, acting president of the board of health, "that the fever will spread in New Orleans. Our board of health is prepared to spend a million dollars to stamp it out and we see no reason to feel alarmed. People should not get frightened."

Judge Gabbert, the anti-fusionist, triumphed. Only Judge Gabbert's name was placed in competition with that of Judge Gordon with the result above noted.

NO LAWLESSNESS.

Port Townsend, Sept. 6.—Officers of the tug Pioneer, which arrived from Skagway report that both Dyea and Skagway are free of lawlessness and violations of the civil law. Considerable rain is falling and many persons will return to the Sound for the winter as soon as arrangements can be made.

LABOR DAY.

Kansas City, Sept. 6.—Kansas City's workmen, 5,000 strong, marched through the streets today. Between each division of the parade the stars and stripes was carried and patriotic airs from many bands resounded along the line of march. Patriotic speeches were listened to at different parks during the afternoon and at the halls in the evening.

BLOCKADE RAISED.

Canea, Sept. 6.—Admirals in command of the fleets of the powers in Creta waters have decided to raise the blockade of this island on Friday next, the cause necessitating the blockade having disappeared, and the insurgents having accepted an autonomous form of government. Therefore the admirals have requested the governor to disarm every body except the regular troops.

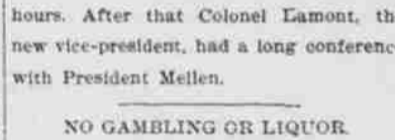
MORE STEAMERS SAIL.

Seattle, Sept. 6.—The Al-Ki got away this evening for Juneau, Sitka, Skagway, Dyea and other Alaskan ports, with 125 passengers and 250 head of horses and cattle.

She carried 600 tons of freight and left quite a quantity at the dock of the Queen. The Rosalia also sailed with 40 passengers and 30 horses. Most of the Al-Ki's passengers.

(Continued on Fourth Page.)

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