

THE DAILY-ASTORIAN is the biggest and best paper on the Columbia River

The Daily Astorian

THE ASTORIAN has the largest circulation of any paper on the Columbia River

FULL ASSOCIATED PRESS REPORT.

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ASTORIA, OREGON, SATURDAY MORNING, OCTOBER 2, 1897.

NO. 49.

Creditor's Sale Osgood Stock

While this sale lasts the greatest bargains ever offered may be had, and the sale will not last a great while longer, as prices have been put on the goods that are bound to make them sell quickly. It is not every day that you can get a \$15 Suit for from \$5 to \$8, or a \$3 Hat for \$1.50, or a pair of \$2.25 Shoes for \$1.40, and while the opportunity lasts anyone needing anything in this line should take advantage of it, as A DOLLAR SAVED IS A DOLLAR MADE.

If you do not wish to buy, come in and see the prices, and then tell your friends how cheap goods are being sold.

J. D. KENNEDY
Trustee.

School Books
AND
School Supplies

Tablets
Slates
Pencils
Sponges
Composition Books
Pens
Blotters
Inks

We have the best and cheapest line of Pen and Pencil Tablets in the city.

GRIFFIN & REED

THE MOST COMPLETE LINE OF

J. N. LAWS
Manager

Air-Tight Heaters...

IN ASTORIA.....

MANUFACTURED

AND FOR SALE AT

E. R. Hawes' Store

Sole Agents for Knox and Wauburton Hats

BUFFUM & PENDLETON Hatters and Furnishers

94 Third Street, PORTLAND, OR.

...The Only Exclusive Men's Furnishers...

OREGON STATE NORMAL SCHOOL

Monmouth, Oregon

A TRAINING SCHOOL FOR TEACHERS

Regular Normal Course of three years, senior year wholly professional. Training department of nine grades with 200 children. Instruction and training in gymnastics, Swedish system, and Vocal Music for public schools. The Normal diploma is recognized by law as a STATE LIFE CERTIFICATE to teach. Light expense. Tuition, books, board and lodging (approximately) \$135.00 per year. Students boarding themselves, \$110.00 per year. Academic grades accepted from high schools. Catalogues cheerfully sent on application. Address: P. L. CAMPBELL, President, or W. A. WANN, Secretary Faculty.

Our Royal Cream Flour

NONE BETTER

FOARD & STOKES CO.

Sole Agents

ASTORIA OREGON

UNION MEAT COMPANY

Shield Brand Hams, Bacon, Strictly Pure Lard

ALL KINDS OF CANNED MEATS

Guaranteed the Best in the Market

CORNER FOURTH AND OLIVAN STREETS - PORTLAND, OREGON

Fathers and Mothers

Boys' School Suits in double- or single-breasted, best suit for the money; suit, \$1.75.

Children's extra heavy ribbed, double heel and toe, fast black stockings, per pair, 95c.

Just arrived, Children's and Misses' all-wool sweaters, at lowest prices. Children's School Umbrellas, English girls, Congo handle, each, 60c. We have received all the latest in Children's Caps and Tams, up from 25c. School children's fast black stockings, sizes 5 to 9 1/2, per pair, 85c.

Children's natural wool or camel's hair, the finest garment for the money, each, 25c. Boys' Double Bicycle Stockings, guaranteed fast black, per pair, 25c. Misses' and Children's Mackintoshes, in all sizes and styles, up from \$2.00. Children's Handkerchiefs, each, 25c.

Shanahan Bros.

THE ONLY STORE THAT SELLS CHEAP.

STARVATION MAY BE THE RESULT

Too Many People and Not Sufficient Provisions in the Klondike.

LOW WATER IN THE YUKON

Boats Cannot Get Up With Supplies—Steamer Portland Returning for Material for New River Boats.

Tacoma, October 1.—The steamer North Fork arrived here tonight, direct from St. Michaels, with 28 passengers and the following letter from H. M. Morgan, the Associated Press correspondent: Dutch Harbor, Sept. 21, 1897.—The wreck of the schooner Hueneme, having stowed material for three river boats to be built at St. Michaels island for service on the Yukon, has had the effect of changing the route of the steamer Portland, which carried the material for one river boat for service on the Yukon. The Portland will discharge her cargo here (Dutch Harbor) and leave the Moran Brothers men here, and they will proceed with the construction of one boat brought up on the Portland.

As soon as the Portland has unloaded she will return to Seattle, where arrangements will be made to send the material for the construction of three boats, as originally intended to be constructed here, and forwarded to St. Michaels in the spring. The passengers are to be transferred to the steamer Bertha, of San Francisco, which is expected to leave Unalaska on Friday, the 24th inst., for St. Michaels.

Among the North Fork's passengers was P. C. Richardson, of Seattle. Richardson left the Sound July 25th over Chilkoot pass, arriving in Dawson City August 12. He says there are at least 5,000 people at Dawson, the greater number living in tents, of which there are from 30 to 50. Soon after he arrived there the North American Trading and Transportation Company closed their store, being out of provisions and unable to fill about 80 paid orders. The Alaska Commercial Company was filling about one-third of their paid orders, with a bare chance of the steamer Margaret, with 100 tons of provisions, and the steamer Alice, with 75 tons, arriving before they would be compelled to close. The Margaret ought to have arrived by August 25, but it is almost impossible to get up the Yukon on account of low water.

W. E. Langdon, of Seattle, also a passenger on North Fork, has been up the Yukon as far as Fort Yukon, on the C. H. Hamilton. Langdon says the water fell four and a half feet in five days, and that it is impossible for anyone to get through to Dawson City this year. He says it is impossible to exaggerate the danger from starvation in the Klondike district this winter. An early winter is predicted and there are absolutely no provisions to be had. There are about 1,000 people at Rampart City living in tents, and the Hunter and Minook creeks are all locates.

KLONDIKE BOAT LOST
Washington, October 1.—Quartermaster General Weeks, at the War Department, received a telegram from Mr. Wear, president of the North American Transportation Company at Chicago, saying that one of their vessels, loaded for Alaska (name not given) has been lost, and that the company will send another vessel to St. Michaels if they can charter one suitable for the voyage. He says in that even he will be able to take any documents or dispatches which the secretary of war or General Weeks desire to send to the troops recently dispatched to St. Michaels.

CHINESE CAN COME.
San Francisco, October 1.—About 400 Chinese laborers have been landed in this city during the last five months, and have been given free entry in the guise of "merchants" and "students." They are now working in the orchards in various parts of the state, in the salmon canneries on the Columbia river, and in dozens of small Chinatown factories of various kinds. Yesterday forty-

STARVATION MAY BE THE RESULT

one of them were allowed to pass through the customs house, and an additional one hundred went into quarantine on Wednesday night from the steamer Doric and are expected to be released today. These laborers have nearly all come in on certificates issued in Macao, a dependency of Portugal, and which under an opinion rendered by the attorney-general of the United States delivered in 1896, must be recognized as prima facie evidence of the right of their bearers to land.

RESULT OF YELLOW FEVER

Southern Pacific Trains to New Orleans Withdrawn.

San Francisco, October 1.—In consequence of the yellow fever quarantine in the Southern states, the Southern Pacific Company has decided to close its Gulf route to all freight traffic. Arrangements have been perfected by the Southern Pacific with the Texas & Pacific, whereby connection may be had with New Orleans and other points in Southern Louisiana. Through freight for the East will be turned over to the Texas & Pacific at El Paso. This arrangement, while temporary, will continue until the abatement of the epidemic.

Another effect of the yellow fever scare is the decision of the passenger department of the company not to run the Sunset limited this winter. It will run to Chicago instead of New Orleans.

A NEW ORIENTAL STEAMSHIP LINE

C. F. HUNTINGTON NEGOTIATING WITH JAPANESE CAPITALISTS.

The Seattle Line to Be Abandoned in Favor of One From the City of San Francisco.

San Francisco, October 1.—Sacharo Asano and S. Kobayashi, Japanese capitalists, will return from the Orient on the China about October 16, en route to New York and London on a business connected with the line of steamers between San Francisco and Yokohama and Hong Kong. Mr. Asano is president of the new Japanese steamship company, the Taye Kaisan Kaisha. About seven months ago Mr. Asano was in this city and made an agreement with C. F. Huntington on behalf of the Pacific Mail Company, and with the Central and Union Pacific on behalf of the Occidental & Oriental Company by which the two lines were to act with his company in an Oriental service from this port, each company to put on three steamers. It is said this plan has been opposed by the Nippon Yusen Kaisha, the most powerful of Japanese steamship companies. It runs vessels to Seattle in connection with the Great Northern. The company wishes to join the service from this port and discontinue its Seattle service. Mr. Huntington is said to be favorably disposed toward it, on account of its strength in Chinese and Japanese waters in collecting and distributing trans-Pacific business. It is possible that Mr. Asano's company may be induced to sell its new vessels to the older company.

CANADA'S VIEW.

Toronto, October 1.—The Mail editorially says: In 1871 the United States proposed to Great Britain that the naval force to be maintained on the lakes by both governments should be confined as follows: On Lake Ontario, one vessel, not exceeding 100 tons burden and armed with one 12-pound cannon; one the upper lakes two such vessels similarly armed; on Lake Champlain one vessel. It was further proposed that all other armed vessels should be dismantled and that no further vessels of war be built or armed on the lakes. To all this her majesty's government agreed. Now the United States is sending to the upper lakes the warship Yantic, of 900 tons, as a training vessel. She is not to be armed when she passes through the canals, as that would violate the agreement, but a rapid-fire battery is to be placed on board at Erie. The attention of the government at Ottawa is directed to these facts. We have no war vessels on the lakes. Why should the international agreement be broken by the United States?

THE BEST RECORD IN TWO DECADES

Liabilities in Failures of the Quarter Less Than in 23 Years.

SPECULATION HAS A SET BACK

On Account of the Bright Crop Prospects—Wages on an Upward Tendency in the Factories.

New York, October 1.—R. G. Dun and Company's Weekly Review of Trade will say tomorrow: The failures during the third quarter of 1897, obtained yesterday, were 5,794, with liabilities of \$28,963,381, of which 29 were in banking, with liabilities of \$1,287,600; commercial failures, 2,874, with liabilities of \$25,576,192, an average of only \$8,899 each, and lower than in any other quarter for 23 years. The amount of defaulted liabilities is the smallest in any quarter for five years, and in 15 years only six quarters have shown smaller liabilities. The manufacturing failures were 651, with liabilities of \$9,431,931, an average of but \$14,487 each, and the trading failures were 2,164, with liabilities of \$12,825,085, an average of but \$5,927 each, both smaller in the average of liabilities than in any previous year of which a classified record exists.

The speculation in wheat and cotton has been set back by the bright crop prospects. All industries are pushed to increase their working force, with occasional rises in wages by the growing demand. This is largely for replenishment of stock, but dispatches show that the retail trade at nearly all northern points continues to expand, and the dealers well know that the increase of working force and wages insure a larger distribution of goods.

Numerous appeals for speedy deliveries disclose a more rapid distribution already than had been expected, and in textile work manufacturers are hindered from taking as liberal orders as they might by the doubts about future prices, though having enough to do for some time.

The failures for the week have been 194 in the United States, against 259 last year, and 34 in Canada against 46 last year.

THE SILVER DECLINE.

New York, October 1.—The result of the recent sharp decline in the price of silver was shown in the August statement of the Mexican Central. While gross earnings showed an increase of \$106,528, net earnings showed a decrease of \$135,478. This was due, the officials explained, to increased expenses caused by the higher rates of exchange on the United States in the purchase of material and in other outlays.

PRICES OF SILVER.

New York, October 1.—Silver certificates, 50c and 57c.
Mex silver, 55c.
Bar silver dollars, 49c.

GOOD EXAMPLES.

How Women Would Soon Reform the Whole World. If women would always set a good example it would soon reform the world, as the men are continually following after the women. If a woman could talk out of the two corners of her mouth at the same time there would be a good deal said on both sides. Dr. Darrin wants just such advocates. No one tongue or corner of the mouth can tell of the wonderful cures he is performing daily at his offices. The following cases substantiate his wonderful skill. For years Mrs. M. J. Barr, of Gray's river, has been a constant sufferer, with pain in her head and neck, accompanied with dizziness and constant fear of falling. Under Dr. Darrin's electric and medical treatment she feels like a new woman. Captain M. D. Staples, of Astoria, is still confident of a permanent cure of his son, who has been cured of catarrh and loss of appetite. Hundreds of cases might be mentioned but space will not permit. Dr. Darrin remains at the Occident Hotel, Astoria, until November, where he treats all curable chronic and private diseases. When a man tells a young woman that he knows a short way home from church, you may safely depend that his love dream is on the wane.

OARSMEN TRAINING.

Cambridge, Mass., October 1.—Responding to a call made by Captain Goodrich 18 men are now at work practicing rowing. As Mr. Lehman is not expected until October 15, the crew work until then will be preliminary, getting ready for regular training a little later. Captain Goodrich will row the men this year in four-oared sculls until the river freezes, when the men will let up training until spring.

WEYLER RESIGNS.

New York, October 1.—A Herald dispatch from Havana says: The Herald correspondent is informed on high authority that Captain-General Weyler has sent his resignation to Madrid, to take effect as soon as practicable. General Weyler's resignation is one of the results of the resignation of the ministry, and his belief that a liberal cabinet will be placed in power in Spain.

IN MADRID.

London, October 1.—A dispatch from Madrid says: Consultations between statesmen and generals are likely to last until Saturday. The prospects of Senor Sagasta returning to power are well received in financial circles, and the decision shown by the queen regent in hastening the solution of the crisis is much praised.

FRANCHISES AND MUNICIPAL POLITICS

EX-PRESIDENT HARRISON FAVORS PUBLIC OWNERSHIP OF PUBLIC SERVICE.

Street Railways, Light Plants, and Water-Works Should Be Operated by Cities.

New York, October 1.—Former President Benjamin Harrison is quoted in an interview on municipal politics in the World as saying: "Of special importance are the safeguards to be thrown about the granting of franchises to the promoters of great schemes for the public service. In this respect there are valuable lessons to be learned from late foreign experiments. Some principal cities of Scotland have assumed each the control of its street railway systems and its lighting plants, as well as its water works. The result of this public ownership of great public enterprises has been exceedingly satisfactory and instructive. I am inclined to consider municipal ownership as the best means to secure to the people the cheapest and best service. Of course the effects of competition between private enterprises are not to be lost sight of as far as they increase quality and lower prices. But the usual method of selling franchises outright or in receiving for them a royalty seldom gives to the people more than a tithe of what the people themselves later return. The bigger the price the larger the royalty; the greater the cost of a ride or of a gas jet. It is a species of tax."

The time by quarters was—29%; 1.00; 1.30%; mile, 2.30%. The record for 1897 for stallions was also broken by William Penn, in the first heat in the free for all, 2.97%.

YALE'S GRIDIRON.

New Haven, Conn., October 1.—Yale's new gridiron, the field upon which the Yale-Princeton game will be played on November 20, has been opened. Yale has spent a deal of money on this new field, and there is no better gridiron in the world. An innovation has been made in the program of training. Frank Butterworth is coaching the candidates in the acting practice, using the Princeton dummy, which has been set up there. The new device works well and the coaches consider it a good thing. A plot of ground has been broken up, so that the players can tackle hard and fall with the dummy.

SOLD HER HUSBAND.

Another Woman Wanted Him and Paid \$4,000 for the Transfer. St. Louis, October 1.—According to the Post-Dispatch, John A. Truitt, a conductor on the Northern Central Electric car line, was sold by his wife for \$4,000 to a woman who declares that she loves the man more than his wife does. The deal was sequent to the following remarkable statement made to Mrs. Truitt by a Mrs. Stevens, who lives in this city with her father: "Mrs. Truitt: I love your husband and I want him. I have traveled the world over, and he is the first man I ever loved. I will give you \$4,000 cash for him if you will give him up." Truitt, who is the father of four children, seems to agree to the deal.

BASEBALL SCORES.

Louisville, October 1.—Louisville 5, Cincinnati 2.
Pittsburg, October 1.—Pittsburg 11, Cleveland 15. Second game—Pittsburg 7, Cleveland 3.
Baltimore, October 1.—Baltimore 7, Washington 4.

STAR POINTER IS THE KING PACER

Not Only Beat Joe Patchen but Lowered the World's Record.

SPECTATORS ENTHUSIASTIC

World's Two Fastest Pacers Greeted With Cheers by the Large Crowd at Springfield.

Springfield, Ill., October 1.—In a race that was witnessed by at least 6,000 people, Star Pointer, on the Illinois state fair grounds, this afternoon not only maintained his reputation as the king pacer by defeating Joe Patchen, but he also lowered the world's pacing record in the race by half a second, making the mile in 2:09 1/2, the record race being 2:10, which Star Pointer made on Saturday, September 13, at Indianapolis, when he defeated Joe Patchen.

Star Pointer was greeted with tremendous cheering by the assembled thousands as he passed under the wire in the third heat, and the announcement of the lowering of the world's pacing record in the race was received with tumultuous applause. The great race between the two fastest pacers in the world had the result of bringing on the state fair grounds the largest crowd ever assembled there. When the two great pacers made their appearance, they were greeted with cheers. They got a nice start, Patchen having the pole, but after going a few hundred feet Star Pointer broke bodily and Patchen finished the heat in a jog in 2:14, amid cheers, with Star Pointer 200 or 300 feet behind.

Star Pointer had the pole in the second heat, and they started even, but Patchen soon broke and lost a dozen or more lengths. Puffer won. Pointer made the first quarter in 30, the half in 1:03, three-quarters in 1:26 1/2, and the mile in 2:09, the last quarter being made in 29 1/2. The third heat was a wildly exciting one, and was a race for blood from the start. After three ineffectual attempts the horses got off together. Pointer soon took the lead and in the first quarter was one and a half lengths in the lead. The black pulled off towards the half mile, and when that was reached Pointer was three-quarters of a length ahead. Then Patchen lost and gained again and at three-quarters was not quite one length ahead. When near the wire Patchen fell behind, however, and Pointer won by five or six lengths.

The time by quarters was—29%; 1.00; 1.30%; mile, 2.30%. The record for 1897 for stallions was also broken by William Penn, in the first heat in the free for all, 2.97%.

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