

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

The Daily Astorian

FULL ASSOCIATED PRESS REPORT.

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

NO. 25.

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For Sale at The Occident Hotel Bar, The Office Saloon, And all the leading bars in Astoria.

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ASTORIA'S WORK AND PROGRESS

There is no Money in Sitting Down and Gazing at the Prospect of a Railroad-- What Are the Things to be Done to Bring Prosperity?

"One other thing can be done to advance the business welfare of the town. It hardly seems a matter of business, but is very much so in reality. Convert your stump gardens into ornamental ones. The unsightly stumps and hideous half-burnt trees that abound on Pacific hillsides have driven many well-to-do eastern families back to their eastern homes. Everything ornamental that Astoria may undertake, whether in her residence gardens or her streets, will be seen from afar and talked of farther. When beautified as she might be, she will become famous over the land, for, set upon a hill, her beauty cannot be hid, as her ugliness cannot be hid now. Attract the families or visitors to a permanent home, and the pocketbooks of the heads of families will open generously towards local enterprises. A plat of garden on the hillside would do more than a page in the Oregonian."

It will be of service to the city of Astoria and its people if the present situation be clearly understood and the future requirements be realized and acted upon, so far as the people of the city can do so, collectively and individually. The object sought should be distinctly realized; that object is not sentiment or glorification, but money. The desire underlying all the enthusiasm and energetic action is just that one thing—money. The more squarely that is kept in view, the better can a business-like determination be made of what is required to be done.

The prospect of securing railway communication in a few weeks is excellent. There is no more money in sitting down and gazing at that prospect than there is in going at any other of Astoria's attractive prospects. The railway being here, will it secure the business and bring money to Astoria, which is the only reason why it is wanted? Leaving out for the present the question of Astoria being made a common-able Astoria to handle freight more profitably for the shipper and owner than competing cities can handle it—

First—Distance and time saved, as compared with Portland or the sound by vessel. Second—Capacity of vessel accommodated. This is a gain Astoria has over vessels that can reach Portland, but not over those that can reach the sound cities. The gravity route, as against the sound.

In none of these things is action required on the part of Astorians. Fourth—Terminal facilities, to secure cheapness and quickness of transfer of cargoes.

For wheat shipped in bag, elaborate mechanical devices are not needed. In the wet climate of Astoria warehouses are all-important. Some mechanical appliances for handling wheat in bags would lessen the cost of transfer to the vessel. Ample and convenient truck facilities are essential for when the wheat comes, it comes like a flood. The land at Flavel offers opportunity for a belt or circular yard, with its radial conveniences. All these things are of more immediate importance than a dry dock. With them, equal in quality and convenience to those at Portland or Seattle, Astoria can compete with those cities for the wheat of the future. In bulk, elevators will be essential. For some time the shipments to Astoria will be chiefly flour; and for all time, to Alaska. In coming years the Astorians will learn to grind more cheaply than we can, and the canal through the isthmus will take wheat in bulk. At present elevators are more of a convenience and an outside enterprise than an essential for shipping.

Facilities for handling flour, outcrops, are needed at once. Barrel elevators and transfers would make some saving in cost. Astoria has the advantage. In such transfers, of a small variation between low and high (or flood) water, as contrasted with Portland or Seattle. To capture the flour shipments, Astoria would have to look after switching charges at Portland closely, as the mills there are not readily accessible to the Columbia river, and these charges may neutralize the gain in shipping from Astoria.

As regards making Astoria a common point, this decisive gain for Astoria will be realized from many directions. All of the items mentioned are ones in which action by Astorians generally is not looked for. The betterments are matters for the railway company. The question of flouring mills at Astoria is a matter of combined action of Astorians, as also the establishment of export saw mills.

The passenger travel is something that is certain to fall to Astoria. Few persons will take an ocean vessel up or down the river when they can travel by train. Such travel does not necessarily leave much money in a place, but if it is town be promising or attractive, it helps to make this fact known.

The important matter of return cargoes for the wheat vessels is probably the most important one in Astoria's future. All present Portland offers such inbound inducements—Astoria does not vary largely. The wholesale houses at Portland receive their inbound manufactured goods from the vessels. Can these vessels be induced to leave such freight at Astoria? If so, vessels will no longer be drawn up the river to Portland.

In considering such freight, we must begin with manufactured articles calling for quick delivery. Assuming a vessel stopping inbound at Astoria—if twenty-four hours can be saved on special goods, purchases will demand this of their dealers; vessels will come in with Astoria quick-delivery freight stowed aboard. But to secure this gain, quick handling in the railway yards and on the road will be required. Being once on the road will be required. Being once on the road will be required. Being once on the road will be required.

Having, through large draft vessels, secured the outbound freight and having secured the fast inbound freight, it must follow that all freight, both ways, will be delivered at Astoria. But, even so, the active efforts of the merchants will be required to convert Astoria from merely an "embarkadero" into a trade center.

What can the residents of Astoria other than the merchants do? Not much without money. All the talk about energy and effort amount to little without money. Money is to business what steam is to the engine or steamship. Without it we may try to reach those great bodies along, but we cannot accomplish much. In time real estate will have some selling value, and residents of Astoria owning real estate, if so situated as to do business here, can then help the town and themselves by placing money derived from real estate sales in active enterprises, either by combination of small sums of money or by the owners not being ashamed to begin business humbly on their own account.

By push, as found in any active, neighboring cities, is really meant doing one of these two things by large numbers in the community.

One other thing can be done to advance the business welfare of the town. It hardly seems a matter of business, but is very much so in reality. Convert your stump gardens into ornamental ones. The unsightly stumps and hideous half-burnt trees that abound on Pacific hillsides have driven many well-to-do eastern families back to their eastern homes. Everything ornamental that Astoria may undertake, whether in her residence gardens or her streets, will be seen from afar and talked of farther. When beautified as she might be, she will become famous over the land, for, set upon a hill, her beauty cannot be hid, as her ugliness cannot be hid now. Attract the families of visitors to a permanent home, and the pocketbooks of the heads of families will open generously towards local enterprises. A plat of garden on the hillside would do more than a page in the Oregonian.

HOT TIME IN THE U. S. SENATE

Teller's Silver Resolution Passed by a Vote of 47 to 32.

SILVER DOLLARS WILL PAY

Our Bonds, if This Resolution is Sustained by the House—Intense Excitement When Vote Taken—Vote in Detail.

Washington, Jan. 28.—After the debate, animated at all times and occasionally acrimonious, which occupied the course of the United States, containing a resolution by a decisive vote of 47 to 32, passed the Teller concurrent resolution. The resolution is a practical reiteration of that of Stanley Matthews in 1873, and is as follows: "That all bonds of the United States issued, or authorized to be issued, under said acts of congress, heretofore recited, are payable, principal and interest, at the option of the government of the United States, in silver dollars of the coinage of the United States, containing 42 1/2 grains of standard silver, and that to restore to its coinage such silver coins as legal tender in payment of said bonds, principal and interest, is not in violation of public faith or derogation of the rights of public creditors."

All efforts to amend the resolution were voted down by majorities ranging from five to twenty-five. Lodge's gold standard substitute being defeated by the latter majority. The vote of the Lodge amendment was, ayes 24; noes 52. The events of the day leading up to the final vote were full of interest and importance. It was a field day for the orators of the senate, not less than twenty-five senators embracing the opportunity to speak upon the subject. Public interest in the debate was intense, as was attested by the attendance in the galleries, which were crowded throughout the day, and that it was important was evinced by the statements of several of the speakers that the discussion was but a preliminary alignment of the great political parties for the contest of 1898.

From 10 o'clock this morning until 11:30 the hour set for voting and the contest was continued. When the voting began it was evident that party lines were being broken on both sides of the chamber, but it was on the substitute offered by Lodge that the biggest break occurred. On the republican side Allison and Burrows did not answer to their names on that roll call, and many republicans voted directly against it. Upon the final passage of the resolution some republicans who supported McKinley and the St. Louis platform in 1896, like Carter, Chandler, Clark, Fritchard, Shoup, Warren and Wolcott, voted for the resolution because, as Wolcott announced, they did not believe the resolution committed those who supported it to the free and unlimited coinage of silver.

Alldrich closed just as the clock marked 12, the hour set for voting and the contest was continued. When the voting began it was evident that party lines were being broken on both sides of the chamber, but it was on the substitute offered by Lodge that the biggest break occurred. On the republican side Allison and Burrows did not answer to their names on that roll call, and many republicans voted directly against it. Upon the final passage of the resolution some republicans who supported McKinley and the St. Louis platform in 1896, like Carter, Chandler, Clark, Fritchard, Shoup, Warren and Wolcott, voted for the resolution because, as Wolcott announced, they did not believe the resolution committed those who supported it to the free and unlimited coinage of silver.

The Nelson amendment was the first presented, declaring "That it is the duty of the government of the United States under existing laws to maintain the parity in the value of law gold and silver money, so that a dollar of one metal shall for all monetary purposes always be equal in value to the dollar of the other metal."

Vest moved to table the amendment. "I hope the senator will withdraw the motion to table," interposed Wolcott, "so that we may have a direct vote on gold."

Vest consented and the vote was taken directly on the Lodge amendment, resulting in its defeat, 31 to 53, as follows: Yea—Alldrich, Baker, Caffrey, Callom, Davis, Patbanks, Forsaker, Gallinger, Gear, Hale, Hanna, Hawley, Hoar, Lodge, McElride, McMillan, Mason, Morrill, Penrose, Platt (New York), Platt (New York), Sewall, Wellington, Wetmore—31.

Noes—Allen, Bacon, Bates, Berry, Butler, Cannon, Carter, Chandler, Callom, Clark, Clay, Cockrell, Daniel, Gray, Hansbrough, Harris, Helfield, Jones (Ark.), Kony, Kyle, Lindsay, McEnery, McLaurin, Money, Morgan, Murphy, Pettus, Pritchard, Quay, Rawlins, Roach, Shoup, Smith, Stewart, Teller, Thurston, Tillman, Turner, Turpie, Vest, Warren, White, Wolcott—53.

There was intense interest during this vote, as it presented a more direct issue than had been anticipated. A number of amendments were offered by the opponents of the resolution, but they were all laid on the table. The decks were cleared for the final vote on the Teller resolution. The earlier votes had shown that its passage was a foregone conclusion, yet there was the keenest interest at this culminating feature of the contest. "On this vote," announced the vice-

president, "yeas are 47 and the noes 32, and the resolution is agreed to."

The vote in detail was: Yea—Allen, Bacon, Bates, Berry, Butler, Cannon, Carter, Chandler, Callom, Clark, Clay, Cockrell, Daniel, Gray, Harris, Helfield, Jones (Ark.), Kony, Kyle, Lindsay, McEnery, McLaurin, Money, Morgan, Murphy, Pettus, Pritchard, Quay, Rawlins, Roach, Shoup, Smith, Stewart, Teller, Thurston, Tillman, Turner, Turpie, Vest, Warren, White, Wolcott—47. Noes—Alldrich, Allison, Baker, Burrows, Caffrey, Callom, Davis, Forsaker, Gallinger, Gear, Hale, Hanna, Hansbrough, Hawley, Hoar, Lodge, McElride, McMillan, Mason, Morrill, Penrose, Perkins, Platte (Conn.), Platt (New York), Quay, Sewall, Thurston, Wellington, Wetmore, Wilson—32. The pairs throughout the voting were as follows: Turley with Deboe, Faulkner with Elkins, Gorman with Frye, Jones (Nev.) with Proctor, Walthall with Spooner. The first named would in each case have voted with those sustaining the resolution and against the amendments, while the last named would have voted against it and for the amendments. The senate adjourned until Monday.

ELECTION FRAUDS

An Unusually Severe Arrangement in the House of Representatives.

Washington, Jan. 28.—An unusually severe arraignment of alleged election frauds is made in the report by the house committee on elections N. 1, in the case of William Aldrich against Thomas S. Plowman, for the Fourth district of Alabama.

Plowman is the sitting member, but the committee submits a recant of the vote giving Aldrich, the republican and populist candidate, the seat.

The report says: "If the election laws of Alabama had been designed to encourage fraud they could not have been in some respects more happily framed to meet that purpose. When it is known that the condition for such a state of facts existed it is not strange that illiterate voters should remain away from the polls in the hope that they would at least not furnish ammunition for their political opponents. But this had made little difference to the democratic managers in Dallas county. They voted illiterate promiscuously. The machinery was simple and effective. Fortunately it has been discovered and the details of its operation bare. The fraud is everywhere, not lurking, but bold and insolent. It is chiefly of five kinds: "First—By fraudulently pulling poll list with the names of persons not registered; sometimes of fictitious persons and sometimes of persons who do not live in the precinct.

"Second—By padding the poll list with the names of persons on the registration list who did not vote.

"Third—By imposing on illiterate voters.

"Fourth—By the old-fashioned method of falsely recording votes.

"Fifth—By refusing to hold any election at all in certain strong republican precincts."

The committee says it has revised the vote on the most conservative lines, giving Aldrich a plurality of 52, whereas the election of Plowman was claimed by 23; plurality.

NEW YORK MAN TO THE RELIEF

EXPECTS TO GET INTO KLONDIKE BY MARCH 15 WITH SUPPLIES.

Will Take Care of All Sufferers—The All-Canadian Route—Railroad Will Reduce the time to Dawson City.

New York, Jan. 28.—Edward J. Rosenfeld has left New York for Portland, Or., to take charge of a midwinter expedition for the Klondike. He expects to get into Dawson City before March 15 with a supply of provisions large enough to relieve any existing distress. His plan is to go from Portland to Alaska, landing at Haines' mission, Eymard harbor, about 85 miles from Juneau. He will then go over Chilkoot pass and Dalton trail to Fort Selkirk and up the Yukon river to Dawson. He is the general manager of the Snow and Ice Transportation Company which proposes to establish a permanent line from Dawson to the ocean for express, freight and passenger traffic.

Mr. Rosenfeld has a contract with Acting Secretary of War Meikeljohn for the transportation of the government relief expedition to the Klondike. He will take with him 50 soldiers under command of Captain Brainard, who was an officer in the Greeley expedition. The government will send 150 tons of provisions, agreeing to pay Mr. Rosenfeld \$50 a ton from Lynn canal.

"We will use snow traction engines," said Mr. Rosenfeld, "we have six of these engines, each with 300 horse power. Five will be called upon to pull six cars each, while the other will be light for the purpose of breaking the road. In addition to the government troops and supplies we will carry 200 passengers, with about 100 tons of miscellaneous freight belonging to them, and 100 tons of our own for our trading store. We will take half a dozen Indian guides who are thoroughly familiar with the country and several couriers with dogs to send back reports of the expedition. We will take no women. All the men who have been accepted as passengers are able-bodied and the contracts that they have signed are not unlike the ship's articles for sailors. Each man must obey instructions and do whatever work may be required. We figure on a 30-day trip, though we may be able to make it in half that time."

Worden given a respite.

San Francisco, Jan. 28.—Governor Budd announced today that he would grant the condemned train-wrecker Worden another respite until certain documents can be procured by the commission appointed to determine as to Worden's insanity.

High mark for wheat.

Chicago, Jan. 28.—When one of the local brokers commenced bidding for January wheat today the price jumped up with great rapidity to \$1.10, the highest point reached for this season's crop. May reached to 98c. March closed at \$1.08, and 7 1/2.

STEAMER CORONA IS A WRECK

Struck a Rock at the Mouth of the Skeena River.

ALL THE PASSENGERS SAFE

But the Unfortunate Gold Hunters Lost all Their Freight and Baggage—Rescued by the Al-Ki—Coquitlam also Wrecked.

Seattle, Jan. 28.—A special to the Times from Victoria says the news has been received there that the steamer Corona, which left Seattle with 25 passengers, January 23, for southeastern Alaskan ports, has been wrecked near Lewis Island, at the mouth of the Skeena river. Her passengers were all safely landed on Kennedy Island. Every pound of freight and baggage is lost. No further particulars are given.

The Corona was a screw propelled, 227 feet long, 25 feet beam, 9 feet 6 inches hold, built in Philadelphia in 1888, and has been running on the Pacific coast ever since. She is well known in Southern California, having been on the run there between San Francisco and San Diego for some years. She was a 15-knot boat and was fitted with all modern conveniences. This was to have been the last trip of the Corona as she was to have been transferred to the Southern California division on her return.

Another account.

Nanaimo, B. C., Jan. 28.—The steamer greater part of the week, the senate this evening bringing the news of the wreck of the steamer Corona, with 25 passengers aboard.

The Corona struck a rock near the mouth of the Skeena river and at once commenced to sink. The lifeboats were lowered and the passengers were conveyed to the beach of Skeena river. The steamer Al-Ki went to the rescue. She is now on her way south with the unfortunate gold seekers.

The Corona struck the rock Tuesday morning near on, and is now lying with her stern submerged. It is feared that the Corona will prove a total wreck and the whole of her cargo will be lost.

It is also reported that the Union Steamship Company's steamer Coquitlam was wrecked on the Skeena river. Particulars of this wreck were not obtained from the passengers of the Danube.

THE ALL-CANADIAN ROUTE.

Ottawa, Jan. 28.—H. M. Kersey, of New York, who organized a company which includes L. S. Letter of Chicago; George Gould, J. W. Mackay and other American capitalists, made a strong effort to get the contract for the building of the all-Canadian route to the Yukon. Kersey was in the city for several days endeavoring to secure the contract and has gone away greatly disappointed. McKenzie Mann, of Toronto, who secured the contract, will receive from the dominion government 25,000 acres of land per mile in the district of the sixth parallel of latitude in the vicinity of Mackenzie river. In addition to the land grant the contractors will receive 5000 acres a mile from the British Columbia government. The contractors undertake to have the railroad from Glenora to Teslin lake, a distance of about 150 miles, completed by September 1 next. When the railway is built the time between Vancouver and Dawson will be reduced to seven days. There will be a sea trip of 500 miles taking nearly two days; a river trip up the Stickeen of one and a half days; then 150 miles by rail to Teslin lake, the remainder of the time will be occupied in crossing the lake into the Yukon country and down to Dawson City.

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Royal makes the food pure, wholesome and delicious.

ROYAL BAKING POWDER Absolutely Pure

ROYAL BAKING POWDER CO., NEW YORK.

