

The Daily Astorian. ASTORIA, OREGON. THURSDAY, AUGUST 4, 1887

The work of driving piles for the foundation of the three-story brick, corner Main and Chenamus, began yesterday.

The smiling face of C. S. Wright, of the Occident, was more than usually beaming yesterday; there is a little daughter at the Wright mansion.

Governor Semple, in reply to a question last night, stated that so far as his influence and authority went the laws of Washington territory in regard to the taking of salmon in the Columbia river would be strictly enforced.

Jno. Hooker, the man whose leg was shattered in the Miller's Sands trouble last Sunday, is lying at the hospital in a precarious condition. The surgeons in attendance say that he must have his leg amputated to save his life, but he won't allow the operation to be performed.

The funeral of May L. Leinenweber takes place on Friday from the residence of her parents. Friends who wish to see the remains are invited to call at the house to-day. The Clara Parker has been chartered to take the funeral party over to Clatsop. The body of May will lie by the side of her grandfather and grandmother, in the old Clatsop cemetery. The hour of the funeral will be announced to-morrow.

At the last regular meeting of Astoria Engine Co. No. One, B. S. Worsley was endorsed for re-election to the office of chief engineer of the fire department. F. H. Surprenant was endorsed for the position of first assistant and P. W. Weeks for second assistant. At the meeting of Rescue Engine Co. No. 2, Ben was endorsed for re-election as chief. Ed. Hallcock was endorsed for assistant, and H. G. Smith for second assistant.

Quite a number of young men were at the rooms of the Young Men's Christian Association on Monday evening to meet C. S. Mason. A great deal of interest was shown by the boys in what Mr. Mason had to say. The work of the association was presented in a pleasant little talk and a desire was manifested among the young men to do more for their fellows, and the work of the association will be taken up more heartily in the future by the young men themselves than ever before.

From Cathlamet regarding the Miller's Sands difficulty it is learned that Chas. Woods's engineer, Frank Denley, procured the arrest of six men charged with assault with a dangerous weapon. Three of them were held by the justice of the peace of Cathlamet precinct, Chas. Henry, Harry White and Jas. Jones, in bonds of \$300 each to appear at the next session of the grand jury. That was on Tuesday. Tuesday night Chas. Woods was arrested and held in the same amount to appear before the grand jury.

Give Them a Chance! That is to say, your lungs. Also your breathing machinery. Very wonderful machinery it is. Not only the larger air-passages, but the thousands of little tubes and cavities leading from them. When these are clogged and choked with matter which ought not to be there, your lungs cannot half do their work. And what they do, they can't do well.

Call it cold, cough, croup, pneumonia, catarrh, consumption or any of the family of throat and nose and head and lung obstructions, all are bad. All ought to be got rid of. There is just one sure way to get rid of them, that is to take Boschee's German Syrup, which any druggist will sell you at 75 cents a bottle. Even if everything else has failed you, you may depend upon this for certain.

Notice. The water will be shut off from the city at 9 p. m., and turned on at 5 a. m., for a few days, or until I get the reservoirs filled up again. JAS. W. WELCH, Superintendent.

Unnecessary Misery. Probably as much misery comes from habitual constipation as from any derangement of the functions of the body, and it is difficult to cure, for the reason that no one likes to take the medicine usually prescribed. HAMBURG FIGS were prepared to obviate this difficulty, and they will be found pleasant to the taste of women and children. 25 cents. At all druggists. J. J. Mack & Co., proprietors, S. F.

Special Meeting. Special meeting of Alert Hook and Ladder Co. this evening at 8 o'clock. Important business. J. O. BOZORRA, President. F. I. DUMBAR, Secretary.

August 4th, 1887. Don't they slaughter goods at the Crystal Palace! Just think of it! Rodgers Bros.' A1 teaspoons, \$1.40; table-spoons, \$2.75; forks, \$2.75, warranted. Rodgers Bros. A1 1847.

All 75 cent music folios, 50 cents at the Crystal Palace. Lay in a stock of stationery while you can get it at half price at the Crystal Palace. An A1 Four Hundred Dollar Piano for \$250 cash at the Crystal Palace. Lemon Ice Cream at Fabre's to-day. For the very best pictures go to H. S. Shuster.

Get the Best of Foresters. Private Rooms.

THE WATERWAY CONVENTION. Proceedings of the First Day's Session. Reports From Officers and Committees—Election of Officers, Etc.

The third session of the Columbia waterway convention met at the Odd Fellows' hall in this city at 10:30 yesterday morning, and was called to order by Hon. E. L. Smith, of The Dalles, president of the convention. On motion of F. A. McDonald, of The Dalles, a committee of five was appointed as a committee on credentials; the committee consisted of F. A. McDonald of The Dalles, Chauncey Barbour of Walla Walla, Jas. Young of Portland, J. D. Geoghegan of Vancouver, and J. H. D. Gray of Astoria.

The committee reported that the following gentlemen were entitled to seats in the convention: Portland Board of Trade—E. D. McKee, B. Killin, A. Noyes, Geo. Pope, Jas. Young, J. K. Kelley, F. K. Arnold.

The Dalles Board of Trade—E. B. McFarland, W. J. Strong, F. A. McDonald, C. L. Schmidt, Hon. Z. F. Moody, E. S. Huntington.

Vancouver Board of Trade—L. Sohus, W. H. Brewster, P. O'Kenne, D. Wall, L. C. Palmer, John Jaggy, W. P. Crawford, H. H. Sidney, J. D. Geoghegan, G. H. Daniels.

Astoria Chamber of Commerce—C. H. Page, M. C. Crosby, W. W. Parker, B. Van Dusen, J. H. D. Gray, J. F. Halloran, C. W. Fallon, F. J. Taylor, J. W. Welch, C. S. Wright.

Walla Walla Board of Trade—H. P. Isaacs, Hollon Parker, M. D. Egbert, Chauncey Barbour, H. D. Chapman, J. M. Boyd, Max Baumeister, D. E. Hedger, Ed. Fallon, F. D. Dement.

Pendleton Board of Trade—Clark Walters. Cowlitz County, W. T. Delegates—Ben Holmes, Wm. Jackson, R. C. Smith, J. F. Van Namee.

Franklin County, W. T. Delegates—Capt. W. P. Gray, Jno. Tates. Oregon City Board of Trade—W. T. Burney.

Pacific, Cowlitz and Wabkiakum Counties, W. T.—A. D. Bowen. The committee's report was adopted as read.

Mr. Smith said, that at the last session of the convention a permanent organization had been decided upon, and that the question now came up whether that action would be considered binding on this session of the convention. On motion of Hollon Parker, of Walla Walla, the report of that committee on permanent organization, which report had been adopted at the October, 1886, session of the convention, was read by sections, amended, and readopted as amended.

The report remains substantially the same, and constitutes the constitution of the permanent organization to be known as the Columbia Waterway Association.

The reading of the minutes of the previous meeting, was, on motion, dispensed with. Wm. H. Brewster, secretary of the convention, then read his report, as follows:

SECRETARY'S REPORT. ASTORIA, OR., August 3, 1887. To President and Members of the Columbia Waterway Convention: GENTLEMEN—I beg leave to make report of duties performed, and to account for money received, during the term ending this date, in so far as what has been officially carried out, and by the official instructions of the convention held at Vancouver on the 14th day of October, 1886.

I furnish copy of resolution to Major W. A. Jones of the U. S. engineer corps, expressive of the regrets felt at his removal from charge of the Cascade improvements, according to motion of Col. T. S. Lang of The Dalles. Also, copies of memorial to the senators and representatives from Oregon and delegates from the Territories of Washington and Idaho, as per instructions contained in motion of Hon. D. P. Thompson of Portland. The resolution of Mr. H. D. Chapman of Walla Walla, in which the amount of \$2,000 was passed upon to be raised for the purpose of electing some suitable person to represent this convention before congressional committees, upon the wants of the people in the matter of river transportation, I will state that such business received the attention of the executive committee but without effective action, concluding to postpone carrying out the provisions of said resolution until the meeting of the convention, for the reason that opinions were expressed by some of its members that further understanding by and with the convention upon this subject would be a more advisable step than to proceed further. Correspondence in this matter on file.

On the question of the statistics added to the published proceedings of last meeting, considerable delay occurred in getting them together and were so late the printing could not be finished earlier than it was. Much credit, however, is due to the Portland Board of Trade for kind courtesies, (through its secretary) in furnishing desirable information.

On the 24th of December, 1886, I commenced distributing the proceedings, and of the 1,500 copies ordered to be printed I have placed some 1,100 copies where I thought they would be read with care and the greatest interest; also to all individuals designated particularly by the convention, and the respective represented bodies, in compliance with resolution of Mr. Huntington of The Dalles. I also forwarded about 300 copies, each one duly stamped, to Hon. H. H. Gilfry, Washington, D. C., asking that they be distributed by him to influential persons in his city.

The following reply was received: U. S. SENATE, SECRETARY'S OFFICE, WASHINGTON, Jan. 12, 1887. Wm. H. Brewster, Secretary Columbia Waterway Convention:

DEAR SIR—Your letter of 29th ult. is at hand; also the copies of the proceedings of the second session of your convention. As requested I have addressed them to the most prominent and influential members of the two houses of congress.

Hoping they will bear much fruit and give wider information and be the cause of larger appropriations to improve our rivers in Oregon and Washington. I am, very truly yours, (Signed) H. H. GILFRY.

For such valuable assistance as Mr. Gilfry's much credit is due, as it was very important and effective just at the time most needed; also in this connection Governor Eugene Semple is entitled to creditable mention, since through him the convention secured Mr. Gilfry's services.

Upon the occasion of the meeting now

in session, I have written invitations to the senators and representatives of Oregon, and delegates of Washington and Idaho Territories; as well to editors of newspapers, county commissioners of various counties, city councils and boards of trade, not heretofore represented and to influential persons in Oregon, Idaho and Washington Territories, and have in some instances received favorable replies, which accompany this report.

I have received money for payment of expenses from the following sources: The Portland Board of Trade.....\$ 48 00 The Dalles Board of Trade..... 24 00 The Walla Walla Board of Trade..... 23 00 The Vancouver Board of Trade..... 11 00 Astoria Chamber of Commerce..... 33 00 City of Goldendale..... 10 00 La Camas..... 11 00 City of Pendleton..... 10 00 Total.....\$160 00

Which amount has been disbursed as follows: For printing 1,500 copies of official proceedings.....\$ 90 00 For postage, express and freight on grams..... 15 55 For employment of type writer for memorial and Jones' resolution..... 16 00 For expenses for traveling to Portland and other cities..... 2 00 For printing letter heads, envelopes, circulars and stationery..... 12 45 For services in compiling, superintending printing and for distribution of same..... 24 00 Total.....\$160 00

All of which is respectfully submitted. Wm. H. Brewster, Secretary.

The report was ordered accepted. On motion, the railroad commissioners, and other prominent gentlemen present, were invited to seats within the bar. On motion, reporters and representatives of the press were invited to seats within the bar. On motion, a vote of thanks was tendered Mr. Brewster, for his services as secretary of the convention.

The report of the committee on progress and necessities was then read as follows: REPORT.

To the Waterway Convention: Pursuant to the instructions of your honorable body, your committee have visited and examined the Cascade locks and report as follows: Every courtesy and facility was accorded us by Capt. Young and Lieut. Burr in charge of the works. The locks were commenced about ten years ago, and at the rate the general government has been appropriating the funds, if ten years more sees them completed we shall be most agreeably surprised. In the year '75, \$2,000 were appropriated; in '78, \$153,000; in '79, \$100,000; in '80, \$100,000; in '81, \$103,000; in '82, \$205,000; in '84, \$150,000; in '86, \$187,500; total, \$1,142,500. Of this amount, something over one million has been expended, and it will cost a million and a half more to complete the present plans. This would allow the passage, at one time, of a steamboat with three barges in tow.

It has been questioned whether a smaller canal, completed in less time and subject to future enlargement might not have been better. The board of engineers, however, in view of the almost universal experience of other canals, subsequently enlarged, and on account of the local difficulty at the Cascades in the way of enlargement, determined on a plan large enough once for all.

Of the \$187,500 last appropriated all but about \$50,000 have been expended, and the balance will be before another river and harbor bill becomes a law. Of this last appropriation spent, we find, approximately, that some 58,000 cubic yards of bed rock have been excavated for the center lock at a cost of about \$46,000. We give this "on information and belief," as at the time of our visit the unusually high river had filled the hole too deep with water for personal investigation, and the sub-committee appointed declined to wade in and inspect. In grading, \$11,000 have been used, the cost per cubic yard being 27 cents. On a machine and blacksmith shop, \$3,500. One thousand cubic yards of sand were purchased at \$1 per yard. A wharf erected cost \$2,700. The sum of \$15,000 was used in quarrying stone, and \$10,500 were expended on long cutting, \$6,000 in paving the sides of the locks, and the items of engineering, superintending, etc., has cost probably \$15,000 more.

The project for the expenditure of the remaining portion of the appropriation is to carry on the work of a caisson gate, a wing wall and to proceed with the excavation. Forty-six men are now employed. The river work consisting in the improvement of the channel by blasting rocks and removing obstructions is probably done until the completion of the locks, when the question will determine what further work is necessary.

It is believed that river boats of strong propelling power can now reach the foot of the locks during the greater portion of the year; and particularly the period when the wheat from the interior is moving seaward.

A free portage wagon road is now ready for use by the public and has been since January, 1886. It extends nearly three-fourths of a mile to the wharf, where the upper river boats can land, and it seems to be practicable for the portage to be by tramway and even by railway also. In fact in view of the delay in government works already experienced and the length of time liable to be consumed in any prospective improvement at The Dalles and elsewhere; either by canal or by any proposed ship-railway, we believe that, on the part of the state aid in the building of portage railroads in the interest of commerce shall we be able to realize speedy relief.

The government low-boat can be made available now in assisting vessels as ascending to the foot of the locks and under the law, as it stands, the expense could doubtless be paid by the secretary of war out of the general fund, and not from the special appropriation.

Of the great importance of a completion of the contemplated improvements and an open river both as a means of transit and regulator of artificial ways too much can be said. Were it generally understood throughout Oregon and Washington that no open river ever would be secured, it would cast a pall of gloom that would blight all development in the great interior basin to-day.

In the hope of an open river, of competition, of regulation of rates by natural causes or by law, of reduction in transportation charges lies the future prosperity and development of an empire. These facts are so generally understood that it seems unnecessary to state them. Greater appropriations are needed; \$500,000 can be economically and advantageously used annually at the Cascade locks. That it would be economy to make larger appropriations is conceded. More work could be done by contract as the engineers may do in their discretion under the law as it stands.

The hired labor system does not result in the display of that energy and

push so characteristic of the contract system. Contractors cannot supply the essential plant except on large appropriations. Engineers naturally prefer the contract system as it relieves them of much of their labor; they would then only have to supervise. Of course there are some matters connected with the contract system not desirable. Contractors work for the money there is in it. Every loop hole discovered either by the shrewd contractor or his legal adviser is made available to the disadvantage of the government, and often by litigation long drawn out they perform the profitable and shirk the unprofitable part, as your committee found on investigating some of the old contracts made a number of years ago. Again, eastern bidders generally get away with the job, and the money goes elsewhere instead of being distributed among our people, as it is under the hired labor system. While partisan favoritism in the matter of contracts would doubtless have less sway in the U. S. engineer department, which, as all know, is more on an unpartisan basis than any other branch of our government, yet it may creep in to the detriment of the public service, and has to be guarded against.

Again, there is always great difficulty in foreseeing contingencies in the details of the work, so as to be able to provide with wisdom beforehand in the contract. As illustrated at the Cascade locks the plans are largely affected in details by the result of river improvement. The details of the present plan are not yet settled for the future, and the engineers in charge claim that in many respects they cannot well be definitely arranged very far ahead. When asked why more work is not done by contract they answer that the engineer in charge can hire men and purchase material as cheaply as any contractor and save the 25 per cent. that all contractors aim to make; that they—the engineers—are paid on the army roll and might as well do the work as not; and that the government has in many instances its own plant, which the contractor would have to be at the cost of furnishing, and that government work is not done by contract because of the expense of the fund of the place benefited on any of the government works anywhere in the district and thus result in a saving to the government. Generally speaking, it is of course out of the question to think of contracting for the completion of the locks until congress can be induced to appropriate in a lump sum enough money to finish the work.

We understand that practically all materials are purchased under contract and under competition.

Your committee recommend an earnest memorial to congress for greater appropriations. We need to help mould a sentiment in this country in favor of liberal improvements for rivers and harbors generally. The general appropriation bills have never been adequate for the improvement and development of the great nation. So far as concerns our pro rata of what has been appropriated generally we have no reason for complaint. Since the foundation of our government congress has only appropriated for development of all the rivers and harbors of this vast country the sum of \$140,000,000. Of this Oregon, since 1861, has received \$2,967,750—about one-fortieth, or one dollar in every forty-seven dollars. This is a nation that has ever appropriated. The Cascade locks, having received \$1,142,500, have received one dollar in every 125 appropriated all told from the 1st to the 49th congress. Our young state with only one representative in congress has no just reason to complain of discrimination. The trouble is that the aggregate sum is too small.

We have an able and energetic representation in congress in the person of our senator to secure every dollar possible. Oregon sends a solid delegation in support of the policy of river and harbor improvement. The same, we regret, cannot be said of many of the other states. The engineer department this last year asked for upwards of forty millions of dollars. How much of this did they get? Congress passed a bill for only about ten millions, in which the northwest was fairly treated, but the present United States put the bill in his pocket and for aught your committee knows it is there yet. Twice at other sessions of congress lately the river and harbor bill, containing large appropriations for Oregon, has been beaten by filibustering opposition, and the largest bill ever passed by congress was vetoed by president Arthur only five years ago and became a law by the other states. The coming session of congress being the most important for a river and harbor bill is reasonably good, but in view of the recent past the general outlook for rapid, progressive public improvement is certainly far from good.

There is powerful opposition to river and harbor appropriations by the general government coming from various sources, interested and otherwise, and until this opposition is removed the locks completed we shall have to complete them ourselves.

France, with her small territory, in a single budget intended for several years in advance has given more money than was ever appropriated by our government. The beneficial results of such a system of internal development were seen in the remarkable payment of the German tribute last year. No other nation ever could have sprung to its feet so suddenly and so easily. Such is the public policy for us. Let us use the surplus revenue—the public money for the public relief—and let our people in convention assembled voice to us sentiment on this important question. Let our improvement be commensurate with our rapid advancement.

Respectfully submitted, M. C. GEORGE, E. B. McFARLAND, J. Q. A. BOWLEY.

On motion, the report was adopted. Election of officers being in order, the following officers were elected: President, Hon. E. L. Smith, of The Dalles, (re-elected); secretary, Wm. H. Brewster, of The Dalles, (re-elected); On motion, the executive committee was instructed to compensate Mr. Brewster for his services, accompanied with deserved recognition of his valuable services. Louis Sohus, of Vancouver, was elected treasurer.

E. D. McKee, of Portland, F. A. McDonald, of The Dalles, J. Q. A. Bowlby of Astoria, Chauncey Barbour of Walla Walla, and D. Wall, of Vancouver were elected vice-presidents. On motion, adjourned to 2 p. m. (Continued on second page.)

Is Consumption Incurable? Read the following: Mr. C. H. Morris, Newark, Ark., says: "Was down with Abscess of Lungs, and friends and physicians pronounced me an incurable Consumptive. Began taking Dr. King's New Discovery for Consumption, and now on my third bottle, and able to oversee the work on my farm. It is the finest medicine ever made."

Dr. J. C. Middleway, Decatur, Ohio, says: "Had it not been for Dr. King's New Discovery for Consumption, I would have died of Lung Troubles. Was given up by doctors. Am now in best of health. Try it. Sample bottles free at W. E. Dement & Co.'s Drug Store."

CLOTHING DEPARTMENT.



Mr. Cooper has just returned from the markets, where he personally selected one of the Largest and Finest stocks of

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Our Stock is the Largest, Our Selection the Latest, Our Prices the very Lowest.

Upwards of TWO THOUSAND SUITS to select from All New, Stylish, and perfect fitting garments.

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A Hint! Without indulging in any unnecessary argument, I would like to call the

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But for quality and prices of Goods, and fair honest dealing, we cannot be excelled in Astoria or on the river. Then bear this fact in mind, that when you buy articles of good quality and get honest weight, you get more value for your money than you would at a low price if cheated in quality or weight. Seeing is believing and if you buy of us once you will come again.

(Opposite Star Market)