

The Daily Astorian.

ASTORIA, OREGON. MONDAY, JULY 7, 1920. ISSUED EVERY MORNING. J. F. HALLORAN & COMPANY, Publishers and Proprietors.

OUR COMING VISITORS.

List of the Representatives to the Grand Lodge, A. O. U. W. THEY WILL BE HERE TOMORROW.

The representatives who will arrive in this city to-morrow afternoon, so far as reported at present, with the number of their lodge and location are as follows:

Lodge No. 1, Portland, Oregon—A. Noltner, E. H. Solte. Lodge No. 2, Salem, Oregon—George Stoltz, O. H. Walker, John Chase.

Lodge No. 3, The Dalles, Oregon—W. S. Meyer. Lodge No. 4, E. Portland—Dr. G. E. Nottage, Jno. G. Gwilt.

Lodge No. 5, Astoria, Or.—H. A. Smith, G. W. McLean and W. B. Ross. Lodge No. 13, Albany, Or.—T. J. Sittles and A. D. Baker.

Lodge No. 14, Corvallis, Or.—A. F. Henshaw. Lodge No. 15, Eugene, Or.—B. J. Hawthorne and Chas. Jauer.

Lodge No. 16, Roseburg, Or.—H. P. Bunnell. Lodge No. 17, Portland, Or.—J. A. Ahlstedt. Lodge No. 18, Salem, Or.—L. L. Scott.

Lodge No. 19, Victoria, B. C.—F. G. Richard, J. A. Halliday. Lodge No. 25, Portland, Or.—C. A. Wheeler, Dr. J. H. Kessly, D. M. C. Grant.

Lodge No. 29, Vancouver, B. C.—H. E. Langley. Lodge No. 32, Tacoma, Wash.—Jas. Griffith. Lodge No. 35, Dalles, Or.—Conrad Hugh.

A STORM IN SOUTHERN OREGON.

A Summer Thunder-Gust in the Mountains. Passengers who arrived in Portland on the overland California express Tuesday reported passing through a severe storm of lightning, rain and hail in Josephine county, near Grant's Pass, the preceding evening.

The storm was made of this at the time, but southern Oregon papers since received show that the storm was greater and more widespread than was at first supposed.

Hon. H. B. Miller, of Grant's Pass, who was one of the passengers on the blocked train, relates his experiences to the Salem Statesman.

"At a point three miles north of Grant's Pass the railroad runs through a dense forest. It was here the electric storm was encountered. For two hours it raged. During this time it was dark as a dungeon, except when the woods were lit up by lightning.

During the whole of the storm hail stones fell down, some of them, so it is stated, five and a half inches in circumference. The train was compelled to stop, by a fallen tree in front of it. Before it could back out of the woods a tree had fallen across the track behind it. It was compelled to stand during the entire storm, the trees swaying and twisting about as if they would be hurled down upon it every moment, and the wind whistling and screaming, and the lightning bolts to make the passengers think the judgment day had come.

So terrified were they that many of them said their prayers, and others sang psalms. The storm extended for ten miles in the Rogue river mountains. Before the train could proceed, ten trees which had fallen across the track had to be cut away. On each side of the train the hail covered the ground and it was perfectly white.

The storm King's Pass. The following graphic description of the storm: Monday was a hot day; the mercury climbed the tube for a breath of fresh air away up to the hundred degree level. About 3 o'clock great banks of fleecy clouds began to pile in fantastic shapes high over the mountain tops. By 4 o'clock, puffs of wind and miniature whirlwinds began to sweep through the forest, to the foliage and sending up columns of sportive leaves. Higher and thicker and darker the cloud battlements piled in the west, while those in the east, like esplanades of light riding on billows of resplendent silver, loomed in magnificent grandeur. Over and among these aerial mountains the sun poured a flood of dazzling glory. "It was a summer's day, a day of clouds." By 6 the western clouds had floated upward, leaving a long, thin, white, sun-lit sky along the western horizon. Soon serpentine lines of glittering fire began to leap and wind among the rag-like cliffs of the floating eastern storm tower, and it was evident a storm had gathered up the river. In a short time the loud detonations from the battlements on high proclaimed the triumphant march of the storm. It swept the mountain side on the north side of Rogue river from the mouth of Jones creek; here it deflected to the north, and moved north along the hills, taking about the course of the old stage road to Louse creek and Jump-off-Joe. The roar of the storm reached its height over foothills and wooded slopes seemed to fill all space, accentuated every few moments with most terrific peals of thunder.

Along the central line of the storm the down pour of rain was almost incredible, accompanied with painless volleys of hail. Some of the hail stones were an inch in diameter. The hail beat down growing grain, window lights, denuded fruit trees and in several places killed poultry. Fortunately the storm struck the mountain side and did not sweep through the thicker settled part of the country, but where it did strike an isolated place it wrought havoc. The streak of farms along the old stage road from here to Jump-off-Joe are all more or less damaged in growing grain or fruit. We hear of several farmers so disgusted with the battered and bedraggled looks of their fields of growing oats that they turned to the stock-raising to pasture it. Some idea of the unmerciful pelting farm and orchard got may be gathered from the recitals of a gentleman who crossed the storm track the morning after. He says: "I found drifts of hail three feet deep. The wind hauled down hundreds of trees; the little trees suddenly became raging torrents, carrying away bridges and culverts. All the small bridges and culverts on Louse creek were swept out." The heavy rain that extended over this city, drenching it with water and pelting it with hail, but here it did no damage. The water fall was a blessing, and it is more than probable that were a balance sheet struck it would be found that the storm did more good than harm, but this is poor consolation to those who met the fury of its center and lost their fruit and grain.

Passengers in Portland. The following is the list of passengers having rooms, who went up the river last night on the steamer Telephone.

A HANDSOME STEAMER.

The new steamer Typhoon, Capt. W. H. Bergman, arrived from Portland yesterday, on her first visit to this city. She was built to run between Portland and Albina, on the Willamette river, but before being used was purchased by the Northwestern Lumber company for use on Gray's harbor, for which place she will start to-day, or as soon as the weather is favorable.

The steamer is built expressly for carrying passengers and with a view to making good time, is licensed to carry 125 passengers, and is calculated to make 18 knots per hour. At her recent trial trip she made 16 1/2 miles per hour. The entire deck is enclosed, except a small space on the bow, and at the stern is an open room with seats all around and roofed overhead, forming a delightful place in a warm day. Just forward of this is the ladies saloon, with cushioned seats. The engine and machinery in the center of the boat is all in full view of the passengers who can sit on either side, and forward of this is another cabin or social hall.

The boat is 85 feet long, 15 feet wide, 5 feet deep, registered tonnage 25.08, official number 145,547, carries 130 life preservers, a life boat, a small boat and a life raft. She was designed and built by J. H. Johnston at Portland, the boilers by the Williams-ette Iron works, and the engines, which are large, costly and powerful, are the work of the Wells Engine company of New York. She is also a steam pressure of 150 pounds and can make 250 revolutions per minute.

The steamer is strongly built, is all of oak, with copper fastenings, and when fully furnished and complete for passenger travel, will be worth \$16,000. Clarence King is the engineer. Yesterday afternoon the steamer was admired by many as she swiftly past the wharves and vessels. She was capt. Bergman of the Mendell, Capt. Reed of the Printer, councilman John Fox and a few others including a representative of THE ASTORIAN. To show the style of the boat, Capt. Bergman steamed up to the river bank, and part way across to the Washington channel where the Telephone was met, when turning around, the little steamer followed the queen of the river craft closer than could probably have been done by any other boat on these waters. Astoria would be glad to have such a handsome steamer here, and the people of Gray's harbor may well be congratulated on securing the boat for their use.

A. O. U. W. PROGRAMME. For the Reception of Grand Lodge Delegates. The delegates to the grand lodge of Oregon and Washington, A. O. U. W., will arrive in this city at 1:30 p. m. to-day. They will meet at the dock and escorted to the opera house by the following reception committee, of San-diego lodge: M. C. Crosby, Jay Tuttle, C. O. O'Brien, Dr. O. L. East, James Flynn, J. W. Welch, J. Q. A. Bowler, S. Elmore, Martin Ford, John Euberg, J. O. Hamilton, W. C. Conroy, G. W. Stone, G. W. Newell, P. J. Goodman, G. P. Upsher, J. E. LaForce, Leander Lebeck, L. E. Solig, Fred Wright, William Kelly, Stan, Ericson, William Deuch, B. Gallager, L. Hartwig, B. P. Tucker, A. Kronquist, L. L. Orzoff, Fred Wickman, W. A. McCroskey, J. Johnson, August Noyburg, Herman Wise, G. W. Wood, John W. Welch, Max Skibbs, H. Spellmeyer, S. E. Moran, H. E. Palmer, Herman Frank, Charles Berstedt, Andrew Anderson, C. Antinini, Charles Larsen, W. T. Cantler, S. H. Crow, B. Settem, Pat O'Hara, Dr. O. L. East, James Flynn, H. H. Marion, Rev. W. S. Short, John Gustafson.

On arriving at the opera house, the committee, as arranged, met the delegates and they will be directed or escorted to their several places or rooms. In the evening the members of the order in the city, including the visiting brethren, will meet at the opera house at 7:30 p. m. for a social gathering. The program for the evening will be: Opening overture by the orchestra; a song by the orchestra, "Christy, Hope and Protection" represented by the Misses Gussie Gray, Eliza McKean and Daisy Stockton; remarks in connection with the address by brother J. W. Fallon, song by Miss Jennie H. Melton of Seattle; address of welcome by brother E. A. Partridge and to Oregon, by brother Terry McKean; response on behalf of the grand lodge by grand master Winton; address by grand master Winton; address by grand master Winton; song by Gussie Gray; music by the orchestra; address by past grand master workman E. L. Smith; song, "Auld Lang Syne." The audience are requested to join in singing.

On Friday evening, the 11th inst., a grand ball will be given in honor of the delegates, which will be held at the opera house, which will be free, but no one will be admitted except members of the A. O. U. W., their families and their lady friends, as that will be subject to fill the hall. The committee for the ball will be: C. J. Trenchard, J. S. Carlson, John Fox, P. W. Weeks, W. A. Sherman, J. H. Johnson, J. W. Welch, J. Q. A. Bowler, S. Elmore, Martin Ford, John Euberg, J. O. Hamilton, W. C. Conroy, G. W. Stone, G. W. Newell, P. J. Goodman, G. P. Upsher, J. E. LaForce, Leander Lebeck, L. E. Solig, Fred Wright, William Kelly, Stan, Ericson, William Deuch, B. Gallager, L. Hartwig, B. P. Tucker, A. Kronquist, L. L. Orzoff, Fred Wickman, W. A. McCroskey, J. Johnson, August Noyburg, Herman Wise, G. W. Wood, John W. Welch, Max Skibbs, H. Spellmeyer, S. E. Moran, H. E. Palmer, Herman Frank, Charles Berstedt, Andrew Anderson, C. Antinini, Charles Larsen, W. T. Cantler, S. H. Crow, B. Settem, Pat O'Hara, Dr. O. L. East, James Flynn, H. H. Marion, Rev. W. S. Short, John Gustafson.

But She Got It.—A Sample of Letters Daily Received. Only those who have tried it can know what it is that prompts one to send 1.00 miles to get it again. Here is another of many such instances: DEAR SIR: I send \$5. for which please return a half dozen of your vegetable sarsaparilla. I have moved here from Sierra City, Cal. I took three bottles before leaving, but I used up all the rest of the bottle for more. It was just before I left Sierra City that I felt it my duty to tell you how very miserable I was. My skin was very yellow, and I was all aches and aches, especially in my shoulders and in my head. The doctor told it was my liver, and gave me some medicine which relieved me somewhat. All my troubles had been in my liver. I had me also had started to take Joy's Vegetable Sarsaparilla and had not time to try it. I had with such good effect that I now feel like a new being. I have persuaded one of my neighbors here to take it, so part of this is for her and part for myself. MRS. GEO. D. ELLERBIDGE, Butte City, Montana. The reader, who has not tried it, has no idea what the vegetable juices in this remedy will do for diseased systems.

Announcement. I have this day sold to W. L. Holms, my interest in store 619 Third street, Thanking the public for past favors and soliciting the same for my successor. FRED FERRELL. For a good Clean Room, go to the Main Street House. For the very best Photos, go to Shuster.

THE LILLIAN IN TROUBLE.

The United States local inspectors, captain Edwards and Mr. McDermott, who returned from Yaquina Friday, after inspecting several steamers, say the Oregonian, have an interesting case on their hands.

The inland steamer Lillian, which was engaged in running from the government jetty at Coos bay, to the head of navigation, was sold a short time since, and her new owners put two men on her—captain and engineer—who were not supplied with the proper license.

Although the boat was not issued a Pacific ocean and coastwise certificate of inspection, captain John Bergman and engineer William Ladley assayed to take the Lillian around to the Siuslaw.

From Florence to Yaquina bay the steamer was run four round trips. While at Florence the captain was approached by a clerk in the employ of the government lighthouse service, who wished the steamer to act as a lightship under his short time, saying the captain had made some objection, owing to his steamer not being supplied with the necessary license, when he was told by the clerk that vessels in the government service needed no license. Taking his word for it, the captain prepared the Lillian for whatever work was necessary, and the day the inspectors arrived at Yaquina the steamer was lying at the dock with a load of freight, ready at any moment to go on.

Being made aware of the state of affairs, the inspectors notified the collector of customs at Yaquina, also the United States district attorney. The collector of customs immediately ordered the steamer to be tied up. Owing to the provisions on board the steamer being sorely needed at Florence, a deputy collector was put aboard and the boat was allowed to go back to the Siuslaw, where she is tied up awaiting the action of the United States authorities.

The owners of the steamer have placed themselves in a position where they will be compelled to pay a heavy fine. The boat, traveling without a license on a new route, and making four round trips as she did, the inspectors levied the regulation fine—\$4,000. Then, the officers not having the proper license, makes the boat responsible for another fine of \$4,000. It is needless to say that the owners of the craft are feeling very blue, but they have allowed the maritime law to be flagrantly violated, and the end is not yet.

Columbia River Frontage. After examining this portion of our country, embracing the mouth of the Columbia river and its surroundings, and comparing the present with the probabilities of the future in regard to what we are reminded of a remark made by Mr. Seward in speaking of the great convulsions then going on in eastern Asia: "It is not an error to suppose that revolutions will assist designs that are inaugurated to retard human progress." For years it has been the policy of Portland to make that city the only shipping depot in Oregon. And with a master hand and skill has maintained her policy and built up a rich and flourishing commercial center, notwithstanding there was a possible location for a city at Astoria nearer the ocean by 110 miles than Portland. This purpose to center in Portland the shipping interests of the Columbia river caused the levy to be made upon sea going vessels of every character that engaged in this trade, a river tax that has been regarded as a burden and an injury to our commerce. Every effort has been made that could be, to keep the river open for the accommodation of ships engaged in our important export trade. While for forty years Portland has captured this business, for several years past it has been evident that in time a great revolution would take place in the shipping business of the Columbia river. It was impossible to ignore the fact that a master hand and skill from the east would take hold of the natural result of the workings of rival seaports, Seattle and Tacoma have laid claims to the Columbia river trade.

The jetty now being built has caused a change in the channels of the river and has already deepened that leading to the sea. In this respect then Puget sound will have no claims over the Columbia river bar. This will not only secure the building of the A. & S. C. railway, but will force, as a rival of that railroad, the extension of the O. E. & N., or some new road down the river to Astoria, which crosses the river at Hunter's Point. This is the Northern Pacific. Soon there will be a railroad down the river to Astoria. It is needed now, Portland will yield to the great demand and it will be built. From all these changes a revolution will be made in the shipping interests and the channels of the Columbia river, as well as in its commercial depots. Everything on the river from Portland to the sea, points to this change. The old plans are passing away, and every interest is centered in the new.—Albany Democrat.

The latest style of Gents' Boots and Shoes at P. J. GOODMAN & CO'S. Remember the Astin house at the Seaside is open the year round. Weinhard's Beer. And Free Lunch at the Telephone Saloon, 5 cents. Ludlow's Ladies' \$5.00 Fine Shoes; also flexible hand-turned French Kids, at P. J. Goodman & Co's. All the choicest delicacies, made by only first-class men at the Seaside bakery. Good Goods and low rates at the Seaside Bakery. Go to the San Francisco Gallery for the finest Photographs and Tintypes. Oregon Street. Drink Knickerbocker bottled beer. The Indiana Paint Shop. C. M. CUTBERT, Prop'r. Cor. Third and Main Sts., Astoria. PAINTER AND CRAINER. Paper Hanging a Specialty. Work executed with Neatness and Dispatch.

FIVE HUNDRED PAIRS

Nottingham Lace Curtains

NEW DESIGNS. FROM Sixty Cents per Pair, to Five Dollars Just Received at The Leading Dry Goods and Clothing House of the City C. H. COOPER'S, 517 and 521 Third St., Astoria.

Semi-Annual Clearance Sale Deep Cut!

IN All Departments. Sacrifice IN Clothing Fine Ties, 3 for \$1 See My Windows: Call In and Save Money. Herman Wise The Live Clothier and Hatter, In the Occident Hotel Bld'g. Abercrombie Hotel. L. R. Abercrombie, Prop. Finest and Most Convenient Summer Resort IN SEASIDE. Private Rooms for Families. AND TOURISTS. Transient Custom Solicited. TERMS, REASONABLE. The only Abercrombie Hotel at Seaside, Oregon. PATRONIZE HOME INDUSTRY! There is no occasion for the most fastidious of our citizens to send to Portland or San Francisco for Custom Made Clothes. As they can get Better Fits, Better Workmanship, and for less Money, by Leaving their Orders with MEANY. New Goods by Every Steamer. Call and see him and satisfy yourself. P. J. MEANY, Merchant Tailor.

A Snap in Real Estate. Wingate & Stone. Real Estate Brokers, Odd Fellows' Building, ASTORIA, OR. Lots in Case's Astoria Are Now on Sale AT THE OFFICE OF THE Astoria Real Estate Co. PRICES FROM \$150 TO \$250 EACH. TERMS—One-Half Cash; the Balance in Six and Twelve Months.

Weinhard's Lager Beer! Is the Choice of the Connoisseur. Superior Facilities for Shipping in Car Load Lots. Orders for any quantity to be directed to H. WEINHARD, Portland, Oregon. Corner Twelfth and B. Telephone 72. P. O. Box 405.

Jeff's New Restaurant SECOND STREET, OPPOSITE TELEPHONE LANDING. Is Now Open. THE ORCHESTRA will play Selections from 11:20 till 2, and from 5:30 till 7 p. m. 25-cent Meals. Private Entrance for Ladies.

RUCKER'S - Restaurant. W. W. WHERRY, PROP. Enlarged and Refitted to Meet the Popular Demand. 25

FINEST RESTAURANT IN THE CITY. Shoalwater Bay and Eastern Oysters. Private Rooms For Dinner Parties, Etc. MEALS COOKED TO ORDER. THIRD STREET, - - ASTORIA, OR.

The Oregon Land Co. There is no occasion for the most fastidious of our citizens to send to Portland or San Francisco for Custom Made Clothes. As they can get Better Fits, Better Workmanship, and for less Money, by Leaving their Orders with MEANY. New Goods by Every Steamer. Call and see him and satisfy yourself. P. J. MEANY, Merchant Tailor.

Where Property Is Left For Sale. Corner Third and Olney Sts., ASTORIA, OREGON.

For Desirable Acreage Or INSIDE PROPERTY. Leinenweber & Coodenough, SECOND ST., Near Postoffice. P. O. Box 63.

FLYNN, The Tailor, - - - - - KEEN'S IN STOCK THE - - - - - Finest Woolen Goods for Suitings. All the Latest Styles. He buys for Cash at Eastern Prices. He Guarantees the Best Workmanship on all Garments. Call and see for yourself. Barth Block, ASTORIA, OR.

The Oregon Bakery A. A. CLEVELAND, Prop'r. Good Bread, Cake and Pastry. None but the Best Materials Used. Satisfaction Guaranteed Customers. Bread delivered in any part of the city. J. B. Wyatt, DEALERS IN Hardware and Ship Chandlery. Pure Oil, Bright Varnish, Biscuit Oil, Cotton Canvas, Hemp Sail Twine, Lead Oil, Wrought Iron Spikes, Galvanized Cut Nails. Agricultural Implements, Sewing Machines, Paints, Oils, Groceries, Etc. Salesman. AN ENERGETIC MAN WANTED TO push our manufactures on this ground. One of our agents earned \$5,200 in '20. Address, P. O. Box 1371, New York.

Attention, No. One's. The regular monthly meeting of Astoria Engine Co., No. One, will take place this evening at 8 o'clock. All members are earnestly requested to be present. By order D. R. BLOUNT, Pres. JAMES SCOTT, Sec'y.

Photographing the Interior. Supt. Stoddard was busy yesterday in the postoffice making out his report. He will advocate several improvements, and in the course of a few weeks he expects to be able to find the Astoria postoffice in much better shape. Words failed him to describe the condition of things as they appeared in the mail room, so he had a photographer take two views of the outfit. They tell the story, and will be sent on with his report to second assistant postmaster general Whitfield and show him what kind of a looking panorama the mail room of the postoffice in the second city in Oregon has been.

Postmaster Hare and his assistants were hard at work yesterday trying to get things into something like shape. Arents of letters and papers are distributed to their owners, it is to clean the place, and remodel it with some regard to the imperative requirements of the situation.

Best Beds in town. Rooms for night 20 and 25 cents, per week \$1.20. New and clean. Private entrance.

Ice cream at Jeff's new restaurant. Private entrance.

Telephone-Logging House. Rooms for night 20 and 25 cents, per week \$1.20. New and clean. Private entrance.

State senator Norral and wife are in the city. Judge McGuire is reported ill at his residence. Ed. Wright returned from Portland yesterday. Mrs. T. S. Jewett has returned from a visit to Portland. Jno. H. Biggs has been appointed postmaster at Frankfort. Dr. J. A. Fulton has moved into his new residence on Sixth street. Sheriff Bush of Chehalis county, has bought a half interest in the Montezono Vilette. J. T. Ross and family now occupy their new residence, corner Second and Madison streets. Miss Aggie Stockton takes charge at the general delivery window in the postoffice this morning. A. J. Johnson, the florist, was a passenger to San Francisco yesterday afternoon on the steamship Oregon. G. G. Shirley and his young bride are keeping house in the new house, owned by Mrs. W. C. Ross, at the head of Case street. Suburban Mail Service. Some time ago, at the letting of mail contracts in these parts, some one got a bid and was awarded the contract for carrying the mail twice a week to Knappa and Deep River for \$324 and \$700 a year respectively. But not showing up, the contract has never been filed. Yesterday postmaster Hare made arrangements for temporary service with Captain Job Lambly, of the Wagona. The mail will be carried to Knappa Wednesdays and Saturdays, on that steamer and to Deep River Tuesdays and Saturdays, on the steamer Bellipse. That tired feeling is entirely overcome by Hood's Sarsaparilla, which creates an appetite, rouses the liver, cures headache, and gives renewed strength and vigor to the whole body. Be sure to get Hood's Sarsaparilla, which is peculiar to itself. Sold by all druggists.