

The Daily

Morning

Astorian.

EXCLUSIVE TELEGRAPHIC PRESS REPORT.

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ASTORIA, OREGON, SUNDAY MORNING, APRIL 9, 1893.

PRICE, FIVE CENTS.

AT
COST
EVERYTHING

AT
COST

at HERMAN WISE'S,
The Reliable Clothier and Hatter,

THE ASSIGNEE'S SALE

—AT—

Parker & Hanson's

Will be continued for a few days until
further notice. Everything

MUST BE CLOSED OUT

—AND—

PRICES - WILL - BE - CUT

To Suit the Condition and the times.

W. W. PARKER, Assignee.

BANKRUPT SALE!

—AT—

DINSMORE'S

Is drawing to a close, and in order to sell everything, we
have made further REDUCTIONS in every department.

Lower Than Ever, CLOTHING

At Half Price.

Fixtures For Sale.

Store For Rent

WHY A NEW CHINESE POLICY?

Officials Are Instructed to Let Them
In Easy.

NO PHOTOGRAPHS ARE REQUIRED

Only One Credible Witness Demanded
It is a Very Incompetent Chinese
Who Can Not Get One.

Associated Press.

Portland, Or., April 8.—The collector of general revenue today received the following dispatch from Washington, D. C.:

"Chinese regulations modified today dispensing with photographs and requiring only one credible witness. Follow this course hereafter, and give such publicity to this change as you can."

JOHN W. MASON,
Commissioner.

CLEVELAND GOES TO NEW YORK.

It is Believed He Is Willing to Treat
With Tammany.

Washington April 8.—Cleveland will go to New York this afternoon to remain over Sunday. It is believed that his visit has something to do with the distribution of federal patronage in the Empire state. That the president is willing to treat with Tammany, was the inference drawn from the occurrence this morning.

Leutenant Governor Sheehan, one of the Tammany leaders, called at the White House and had a brief interview with the president.

BANKING WITH BELMONT.

Washington, April 8.—The president this morning notified the senate of a desire to raise the rank of James B. Eustis, lately confirmed minister to France, to that of ambassador. He also named August Belmont & Company, as special fiscal agents for the United States at London, vice Seligman Brothers.

NOMINATION SUSPENDED.

Washington, April 8.—The case of James H. Eckles, of Illinois, nominated to be comptroller of the currency, appears to be indefinitely hung up in the senate. Energetic effort is being made by some members of the finance committee to have the nomination recalled, but so far, apparently without success.

THEY WISH TO INVESTIGATE.

Washington, April 8.—The senate committee on privileges and elections this morning decided to report favorably the resolution permitting it to sit during the recess to look into the claims of Ady, contesting the seat of Martin, of Kansas.

A LEGISLATIVE ROW.

A Member Wishes to Change His Vote
—Bribery Charged.

St. Paul, April 8.—There was a row in the legislature this morning over an alleged mistake in voting, by which the bill regulating country elevators, passed by a majority yesterday. But the body refused to reconsider the vote, or allow the man who said he made a mistake in voting to correct his error. Then a resolution was offered and passed for an investigation of charges of corruption in the passage of a number of bills, and the election of United States senators.

A DISHONEST FAILURE.

Cincinnati, April 8.—The failure of Ronschein & Bros., grows more sensational. It is estimated that the already known liabilities of the firm are a quarter of a million, allowing only \$100,000 for forged papers. It is already known that there are \$130,000 of forgeries, mostly of the name of Samuel Aubout, and it is believed that they are not all heard from yet.

TERRIBLE STORM IN NEW YORK.

Buffalo, April 8.—Reports from western New York are to the effect that yesterday's wind storm was the most severe ever felt in this part of the state. Houses were blown down, in many places unroofed, at others vineyards and orchard suffered severely. At Springville the barn of Vedder Homstreet was blown down on him, killing him.

NEBRASKA IMPEACHMENT CASES.

Lincoln, Neb., April 8.—The legislature in joint convention this morning adopted articles of impeachment against ex-Attorney General Loez. Probably the legislature will adjourn sine die this afternoon. The impeachment trials begin before the supreme court on Monday.

IMPORTANT RAILROAD STRIKE.

Denver, Colo., April 8.—Private advices from Albuquerque, N. M., are to the effect that all mechanics in the employ of the Santa Fe road and of the Atlantic and Pacific, struck this morning.

ing. This point is of considerable importance as it is the junction of the roads named.

SOUTH DAKOTA PRAIRIE FIRES.

Sioux Falls, S. D., April 8.—Details are received here of terrible prairie fires near Chamberlain, in which a large amount of stock perished, and two persons lost their lives. The people threaten to lynch persons caught starting fires.

RAILROAD DISASTER.

Delphi, Ind., April 8.—A terrific rain-storm here last night wrecked the bridge over Wildcat river, near Roseville. The north bound morning vestibule train went through the bridge, killing Fireman O'Brien. The body is still under the engine. The loss to the company will be heavy.

RAGING PRAIRIE FIRES.

North Platte, Neb., April 8.—Prairie fires from the west swept into town last night, burning sixteen dwellings and much other property, while the town with its 2,600 inhabitants narrowly escaped destruction. The total loss cannot be estimated.

RAILROAD MECHANICS STRIKE.

Topeka, April 8.—Eleven hundred mechanics, boiler makers, blacksmiths, and helpers in the shops of the Santa Fe road, struck this afternoon for an advance in wages and other demands.

A CONTINGENT FIGHT.

Chicago, April 8.—Ryan and Dawson will meet tonight in the second regiment armory. If Ryan wins he will be ready to accept the proposition to fight Jack Dempsey.

NEW PRESIDENT OF READING.

Philadelphia, April 8.—The directors of the Reading railroad have accepted the resignation of President McLeod, and have elected Joseph H. Harris in his place.

RESIGNATION OF VILLARD.

New York, April 8.—Philadelphia dispatches received in Wall street state that Henry Villard has resigned from the Northern Pacific directory.

H. L. CARL DISCHARGED.

Portland Or., April 8.—H. L. Carl, of Fendleton, arrested a few days ago for larceny, was discharged today.

HOW ATTAR OF ROSES IS MADE.

A Primitive System of Distillation Carried on the Balkan Slopes.

It is well known that the great center of the production of attar, or otto, of roses occupies the northern portion of the old Turkish province of eastern Roumelia. The cultivation of roses for this purpose is, however, limited to the southern slopes of the great Balkans, as, according to the Kew Bulletin, the flowers are nowhere produced successfully on the north. The distillation of the petals is carried on in a very primitive manner with a copper still of the simplest construction. The first runnings are returned to the still, and the second are received into glass flasks, where they are kept for a day or two at a cool temperature to allow the oil to rise to the surface. From the latter it is skimmed by a small tin pipette, or funnel, with a long, slender handle attached to the top and a very small aperture at the lower pointed end. This funnel is not more than 3-4 inch in diameter at the widest part, so that it is easily inverted into the flask and plunged below between the oily layer and the water. It is then at once brought up, and it brings with it a portion of the oily stratum with a small quantity of water. The water escapes through a small hole at the bottom, while the oil or otto is emptied into the collecting flasks for exportation. The commercial attar is transferred to flat circular zinc receptacles known as "coppers," which are carefully sewn up in white felt and sealed with the exporter's stamp, the brand being so attested on the felt outside. Two of these coppers, one covered with the felt and the other without, are contained in the Museum of Economic Botany at Kew, and to these Messrs. Pierre and Lubin have now courteously added a specimen of the pipette or funnel for the purpose of making the collection more complete.

As regards the identification of the plants cultivated for attar of roses it may be useful to mention that in 1874 the late Daniel Hanbury, F. R. S., presented to the Kew herbarium specimens of "roses cultivated on the slopes of the Balkans for the production of attar of roses," received from Vice Consul Dapula, of Adrianople. These contained specimens of two species, a red rose R. Damascene Miller and a white rose R. Alba L. Neither of these is known in a wild state and there can be little doubt that both are hybrids between R. Gallica and R. canina.

Three months ago, the ship E. B. Sutton left New York city for San Francisco. She had aboard the three buoys which the board of public works ordered for the Seattle harbor. In two months the ship will, it is thought, reach Seattle and the buoys will at once be in the bay.

DISASTERS ON THE OCEAN

Many of Them are Still Shrouded in
Mystery.

SOME TERRIBLE SHIPWRECKS

Vessels That Sailed Away Never to be
Heard From Again—Strange Cases
of Unexplained Disappearance.

Continuing the list of noteworthy marine disasters which was published in these columns a few days ago, the following will be read with interest:

A few days later the fine line-of-battle ship Prince George was burned at sea while making a passage to Gibraltar. She lost four hundred of her crew. The Lichfield, Tilbury and Ramilies, all British men-of-war, were the next to visit Davy Jones' locker. Some years afterward an entire British fleet was wrecked in a West Indian hurricane, all hands being lost. The vessels that met disaster were the Thunderer, 74 guns; the Starling Castle, 64; Defiance, 64; Phoenix, 44; La Blanche, 22; Laurel, 28; Shark, 28; Andromeda, 28; Deal Castle, 24; Penelope, 24; Scarborough, 20; Barbadoes, 14; Chameleon, 14; Endeavor, 14; and Victoria, 10 guns.

The wreck of the Ville de Paris, of 104 guns, one of Admiral Rodney's prizes, shortly followed. Then came the disaster to the 74-gun ship Superb; the Cato, Admiral Sir Hyde Parker's flagship, and the brig Indianman, Count Belisario, which went down off Dublin Bay, drowning 147 of her passengers and crew.

The wreck of the Indianman, for Halsewell followed soon after. She carried 380 persons to the bottom. The frigate Pandora next drowned 100 of her crew, and the British frigate Ludine was wrecked off the coast of Holland. Only one person was saved from the wreck, and he died before reaching England.

During the next decade many transports and men-of-war were lost. The frigate Ajax was destroyed off the island of Tenedos, in which disaster 250 persons perished. Soon afterward the Prince of Wales and the Rochdale, two big British vessels, went ashore on the Irish coast, drowning 300 of those on board.

Scores of other disasters followed, but one of the most pitiful of all was the loss of the ship Amphitrite, bound to New South Wales with female convict on board. The vessel was lost on Boulogne Sands, and out of 131 persons on board only three were saved.

The dreary record of death at sea without any effort being made to save the voyagers is broken by the account of the steamship Forfarshire. That vessel went ashore during a violent gale, but through the efforts of the Outer-Fern lighthouse keeper James Darling, and his heroic daughter, Grace, fifteen of the fifty-three who were on board were saved.

The Protector, an East Indianman went down with 170 of her 178 passengers and crew, off Bengal, and then the transport Lord William Bentinck went down off Bombay, taking recruits, passengers and crew, with her.

Numerous other transports were lost at that time. Concerning one of these a story is told, which is romantic, but apocryphal. It is to the effect that a troop-laden vessel was caught in a stress of weather, and that when she began to sink the officer in charge of the detachment of soldiers ordered his men to fall in on the quarterdeck with arms and accouterments. It was a formation for death, made with the good order of review. When the gradually sinking kull had brought the waves swashing about the feet of the soldiers who were lined up for the last time, they still preserved their formation. As the water reached their waists they were ordered to unstrap their belts and hold their cartridge boxes aloft so as to keep the powder dry. The wreck lurched under a few minutes later. An English paper, commenting on the matter, said: "That officer marched his detachment straight to heaven."

In the early 40s many vessels began to go a-missing. The President, a steamship which sailed from New York bound for Liverpool, in March, 1841, was among the first of these. Among her passengers, of whom she carried a large number, was Tyrone Power, the comedian, a son of the Duke of Richmond. The vessel's fate is still unknown.

The county assessors of the state held a meeting in Portland Friday and unanimously decided that one of their chief duties consists in meeting at Salem during the sitting of the state board of equalization to advise, or dictate, as seems best to them, concerning the rising and lowering of property in their respective bailiwicks. The attendance was not large, but as large, perhaps as can be expected of the assessors of the state at any given time.

Some of those who were absent would not have gone anyway unless their business interests called them there at the same time, and a good proportion of those who attended had other reasons for going to Portland at the time. Mr. Gearhart, of Clatsop county, delivered a philippic against the state board of equalization. Clatsop county, he said, had been placed fourth in valuation in town lots, Benton being very low, and one township in Lane county contained more value in land than all in Clatsop county. "I've got 'em too high," he said; "they can't be sold for what they are listed at. Both Lane and Linn counties added together have only a few thousand more in the aggregate than Clatsop." He also said that his roll would be considerably above what the board of equalization had made it last year.

CORRESPONDENCE.

The opinions of correspondents are their own. No communication appearing in this column necessarily voices the belief of the paper itself.

Astoria, Or., April 8, 1893.

Editor Astorian:

In your editorial column today I observe you convey the idea that the state authorities were advocating the "cause" of The Astorian, while in the performance of their duty, in closing down gambling houses and arresting violators of the law. I am not inclined to rush into print in defense of my own actions, for I think I clearly comprehend my duty, and know just how far to go in my official capacity. But I surely do not desire to be misunderstood by the public. You say, "to help them to do this, we have initiated a total prohibition movement, and have, we are glad to say, met with able and immediate assistance from the state authorities."

In regard to the above quotations from your editorial, I would take it that you not only intimate, but assert that The Astorian was the dictator and responsible for the action of the state authorities. Such is not a fact. I have acted, as far as I have gone, in this matter, individually, and not on the advice of any newspaper or combination to promote or defeat their cause, for, plainly speaking, I never wore a collar. Respectfully,

H. A. SMITH,
Sheriff.

Major Handbury, United States engineers, has returned from a trip down the river on the steamer Lincoln, says the Oregonian. He says that a careful inspection of the contraction dikes built by the Port of Portland to see what additions are needed, will be necessary before the June rise, in order that the full benefit of the flood in the river may be secured. He found the dikes all in good condition, but in a few places the brush and stones have settled, as may be expected to occur for a year or two. Captain R. Hoyt, who is adding to the dike at St. Helens, will have this job completed in a few days, and will then proceed to place what stone and brush is necessary on the other dikes and level them up. The high water in the Willamette has made it necessary to lay up the dredgers for the season, and it is not likely that there will be any further demand for their services until next fall. The new and powerful government dredge will be ready for service in June, and will be put at work on the lower Columbia, where the flood does not materially affect the depth of the water.

I'd like to be a boy again without a woe or care, with freckles scattered on my face and hayseed in my hair; I'd like to rise at 4 o'clock and do a hundred chores, and saw the wood and feed the hogs and look the stable doors; and herd the hens and watch the bees and take the mules to drink; and teach the turkeys how to swim so that they wouldn't sink; and milk about a hundred cows and bring the wood to burn, and stand out in the sun all day and churn, and churn, and churn; and wear my brothers cast off clothes and walk four miles to school, and get a licking every day for breaking some old rule; and then get home again at night and do the chores once more, and milk the cows and feed the hogs and curvy the mules galore; and then crawl wearily up stairs to seek my little bed, and hear dad say: "That worthless boy! He isn't worth his bread!" I'd like to be a boy again; a boy has so much fun; his life is just a round of mirth from rise to set of sun; I guess there's nothing pleasanter than closing stable doors, an herding hens, and chasing bees, and doing evening chores.

An American school boy's composition on "The Editor" ran as follows: The editor is one of the happiest beggars in the world. He can go to the circus in the afternoon and evening without paying a cent, also to inquests and hangings. He has free tickets to the theater, gets wedding cake sent to him, and sometimes gets licked, but not often, for he can take things back in the next issue, which he generally does. While other folks have to bed early, the editor can sit up every night and see all that is going on."