

The Daily Morning Astorian.

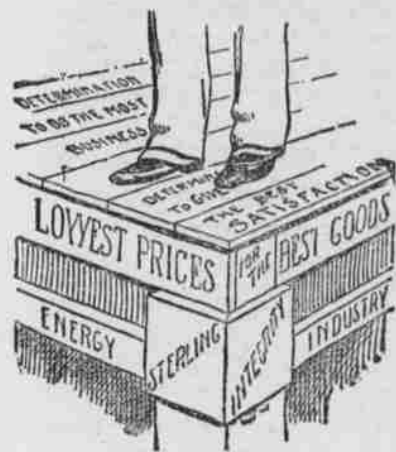
EXCLUSIVE TELEGRAPHIC PRESS REPORT.

VOL. XL, NO. 288.

ASTORIA, OREGON, SATURDAY MORNING, DECEMBER 16, 1893.

PRICE, FIVE CENTS.

The Platform to Stand On.



While engaged in selling Men's and Boys' Suits, Coats, Vests or Pants, Overcoats or Dress Shirts, Underwear, Hosiery, Neckwear, Hats, Caps, Boots, Shoes, Trunks, Traveling or Club Bags, Umbrellas Etc., Etc.

A child buys as cheaply as the most experienced buyer.

I. L. OSGOOD,
The One Price Clothier, Hatter and Furnisher,
Cor. Third and West 9th Sts., opp. Foard & Stokes.

Games, Dolls, Toys, Juvenile Books,

Leather Goods, Albums, Fancy Goods, Booklets,

and everything for the

HOLIDAYS

GRIFFIN & REED - Astoria, Ore.

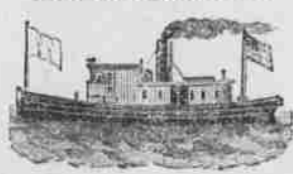
CALIFORNIA WINE HOUSE.

Fine Wines and Liquors.

I have made arrangements for supplying any brand of wines in quantities to suit at the lowest cash figures. The trade and families supplied. All orders delivered free in Astoria.

A. W. UTZINGER, Main Street, Astoria, Oregon.

Str. R. P. ELMORE



Will leave for Tillamook Every Four Days as Follows:

Dec. 1, 5, 9, 13, 17, 21, 25, 29.

The steamer R. P. Elmore connects with Union Pacific steamers for Portland and through tickets are issued from Portland to Tillamook Bay points by the Union Pacific Company. Ship freight by Union Pacific Steamers.

ELMORE, SANBORN & CO., Agents, Astoria.
UNION PACIFIC R. R. CO., Agents, Portland.

\$2 FOR AN \$80 LOT!

BY BECOMING A MEMBER OF HILL'S LOT CLUBS YOU CAN GET A FIRST CLASS LOT IN HILL'S FIRST ADDITION TO ASTORIA. LOTS WILL BE DELIVERED WEEKLY. NOW IS THE TIME TO PROCURE A

Lot to Build a Home, for **\$2**

The Packers of Choice Columbia River Salmon

Their Brands and Locations.

NAME.	LOCATION.	BRAND.	AGENTS.	AT
Astoria Pk'g Co.	Astoria	Astoria Pk'g Co. Kinney's (John A. Devlin)	M. J. Kinney	Astoria
Booth A. Pk'g Co.	Astoria	Black Diamond (Ural)	A. Booth & Sons	Chillicothe
Columbia River Pkg Co.	Astoria	Cocktail	Cutting Pkg Co.	San Francisco
Elmore Samuel	Astoria	Magnolia (Walter Star)	Elmore, Sanborn & Co.	Astoria
George & Ecker	Astoria	Esoure Palm (Desdemona)	George & Barker	Astoria
J. O. Hawthorn & Co.	Astoria	J. O. Hawthorn & Co.	J. O. Hawthorn	Astoria
J. G. Megler & Co.	Brookfield	Tag St. George	J. G. Megler	Brookfield Wis.
Fishermen's Pkg Co.	Astoria	Fishermen's (Searidavian Fishermen's)	Fishermen's (Figlio)	Astoria

FRIGHTFUL CALAMITY

Collapse of a Bridge With Terrible Results.

MANY MEN HURLED TO DEATH

Heartrending Scenes on the River Banks--The Dead and Wounded.

Associated Press.

Louisville, Dec. 15.—A few minutes past 10 o'clock this morning the false work and that part of the middle span of the Louisville and Jeffersonville bridge which was in place, gave way, and with all the workmen, was precipitated 110 feet into the water below. But a moment's warning, and those who escaped going down with the mass of iron and timber started for the piers after the first trembling that indicated the giving way of the false work. The accident was a horrible one, and is the last of a long list of catastrophes that have marked the construction of the bridge.

The foreman, in beginning the work, noticed that during the night the "traveler," which had been put in place last night, had been worked loose by the wind. An order to draw it back to place was given, and the engines started. The wind was high at the time, and the gentle sway of the false work gradually forced the "traveler" off the piles on which it was resting. When the end slipped the whole work trembled, and the men realising their danger, started for the piers. The central bent was the first to give way, and the men on this went down, to be covered by a mass of iron and timber of other bents, which fell almost immediately, carrying with them the other workmen who failed to reach the piers. The north bent did not fall for fifteen minutes after the other parts went down. As near as can be ascertained, there were fifty-one men on the bridge when the alarm was given by the engineer in charge of the works. Of this number several succeeded in reaching the piers. Of those who went down, some were covered by a mass of timber, from beneath which it will be days before their bodies are recovered.

The crash attracted the attention of those on shore, and many turned their eyes away as they saw the men struggling in mid-air in their mad efforts to climb out of danger.

When the mass of material struck the water all were concealed for an instant by the spray thrown high into the air. As the water subsided here and there could be seen men struggling desperately to climb on the timbers, that had their ends above water.

A few succeeded in climbing to the piers in safety, and were quickly rescued by boats put out from the shores. The others struggled desperately and were carried off by the current to sink almost as rescue was at hand. Near the bridge lived the wives and children of many of the workmen. These were soon on the river bank. Many were wild with grief and rushed frantically about, wringing their hands and tearing their hair.

To whose door must be laid the responsibility will never be known probably. Doubtless it was one of those unforeseen accidents that occur in spite of all precautionary measures. The general opinion ascribes the cause of the disaster to the stiff wind that had been sweeping the river all day. It bore with great force on the great framework, which necessarily became loosened from the constant strain and swaying of the heavy timbers.

A great number of people before the span fell could see the great "traveler" rising eighty feet above the piers, swaying and quivering in the wind in what appeared to be a most alarming manner to those on shore. The motion, however, was hardly noticeable to the workmen who had no idea of their deadly peril until the great mass of wood and iron began to sink. At 11 o'clock twenty-five bodies, horribly mangled, were recovered. The number of wounded has not yet been learned, though it will be large. As to how many were on the span

when it fell, there are conflicting reports. Some of the escaped men say there were a hundred, and as but few have been taken out of the water from the debris, the loss of life is put down as at least fifty. Others say that just before the accident a number of men were called off the span, and that not more than fifty remained, some of whom escaped to the other span, and that with those saved from the water the loss is not more than twenty or twenty-five. The latter is probably correct.

A report from Jeffersonville, at the other end of the bridge, says there were 150 men on the span, of whom only sixty-five are accounted for.

The span would have been completed by this afternoon, and after the "traveler" had been fastened to the pier there would have been no danger of the wind or current breaking it down. A pile driver was sent to the scene this afternoon, and the work of clearing the wreckage and searching for the dead under the debris was at once commenced.

The following have been taken out dead: Lester Gardick, Frank Miller, Pat Kelley, Frank Simons, Chas. Murphy, J. H. Burke, John Courtney, Bud Cavanaugh, L. G. Cartero, F. Burns, C. W. Cook.

Missing—C. F. Holderer, A. Sollen, J. Greigain, M. Solan, Frank Simons, Jeffersonville; G. H. Hinkle, Daughlu, Pa.; J. Holden, J. L. Wilson, J. T. Owens, F. Sheridan, J. Allen, P. F. Moore, George Lilly, R. L. Derfling, Virginia; H. Piles.

Injured—J. Meyers, Lexington, left leg badly fractured; Harry Lee, New Albany, slightly injured; H. D. Hildebrand, three ribs fractured, internally injured, and will probably die; G. W. Brown, Irvington, Ky., arm broken in three places; C. Tharp, ankle badly sprained, Oswego, N. Y.; G. E. Shahan, Greenup, Ky., flesh wound; A. T. Hall, East Tennessee, head bruised; S. Parks, Scotland, three ribs broken and sprained ankle; T. Galloway, South Pittsburg, Pa., fractured leg; E. Sheriff, Chicago, fatally injured; E. Hobin, fatally injured; W. A. Sharp, Louisville, left arm broken, hurt internally.

The East End Improvement Company has been acting as limited agent in the construction of the bridge and the reorganization last March, when the property was disposed of to a syndicate controlled by three roads, generally supposed to be the Big Four, Chesapeake and Ohio, and B. & O. W., for the purpose of completing the bridge and providing suitable terminal facilities. A bond issue of \$5,000,000 was authorized. This gave new life to the enterprise, and the work of completing the structure has been going on rapidly since.

The span that gave way was the last but one needed to complete the structure. The history of the Louisville and Jeffersonville Bridge Company is a series of disasters, financial and otherwise. Originally projected in 1878, failure overtook it in its infancy. In 1888 it was revived under a new charter, and ground broken in 1889. Two calisson accidents took place during the building of the piers, resulting in the drowning of twenty-one men. Today was the third big accident in the chain. Several minor ones occurred between times. Jacob E. Kregelger, the leading spirit, broke himself and the Masonic Bank of this city in furthering the project, and finally sunk into an untimely grave under the load of his, resulting from the multiplied disasters caused by the bridge. The third span of the bridge collapsed at 8:20 tonight. So far as is known, no one was injured. The total loss to the bridge company is about \$175,000.

AN EXPENSIVE BLAZE.

New York, Dec. 15.—A fire broke out in the furniture and upholstery seven-story building of Henry Thesen & Bro., Third avenue and Forty-ninth street, and destroyed nearly \$500,000 worth of property in less than an hour from the time of its discovery. Besides destroying the upholsterer's building, it also burned out five tenement houses in Ringtail alley or Beekman Lane, occupied by forty-eight Italian families, numbering 200 people. The marble and statuary yard of Samuel Adler, and his stables adjoining, were burned, and ten horses perished.

THE NATION'S AFFAIRS

The Arizona Admission Bill Passes the House.

STRONG OPPOSITION TO UTAH

Republicans in the House Retard Proceedings by Filibustering Measures.

Associated Press.

Washington, Dec. 15.—The bill for the admission of Utah will probably be opposed in the senate by its old antagonist, the Ladies Home Missionary Society, which claims polygamy is not dead.

THE HOUSE.

Washington, Dec. 15.—When the house assembled this morning less than a hundred members were present. The Arizona bill was called up after the morning hour. Republicans continued to filibuster, but the democrats secured a quorum and the house went into committee of the whole on the bill, was finally passed by a vote of 185 to 60.

The house committee on foreign and inter-state commerce decided to report favorably the resolution of Representative Doolittle, of Washington, providing for a commission of three senators and six representatives to visit and investigate the Nicaragua canal project.

Washington, Dec. 15.—The course of events in the house resembled the halcyon days of the Reed congress, when legislation was rushed through at galloping speed. The bill for the admission of Arizona was put through under whip and spur, and that for the admission of New Mexico was well under way when a wrangle over what was to be done with Oklahoma intervened, and the debate lasted until adjournment. The bulk of the Eastern opposition to the admission of the territories, as expressed by Bingham, of Philadelphia, predicated on the theory that while the Eastern states are rich in wealth and strong in population, they would be able to hold their own in the house, where the basis of representation was population. The influence of the great states of the Union would be overbalanced by the greatly increased state representation in the senate.

Hepburn, of Iowa, raised an objection to the clause in the Arizona bill giving four sections in every range, a total of 72,000,000 acres.

Smith, of Arizona, interrupted, and declared that Arizona would get just what Iowa got.

This Hepburn denied. "Even if it had," he said, "Iowa had 2,000,000 inhabitants."

To a suggestion that people would leave Iowa to go to Arizona, Hepburn simply moved his hand contemptuously. "The idea that people would go from Iowa to that arid country is preposterous," he said. "I went out there once, and I never saw a green thing, unless," he added, "it wore breeches."

Bowers, of California, in a heated reply, drew a graphic picture of the valleys of Arizona. "They are more fertile," he declared, "than the plains of the Nile." In five years he predicted the population of Arizona would be increased four fold.

Few amendments were adopted. The one increasing the grants of lands to state institutions, 100,000 acres to each insane asylum and penitentiary, and to deaf and dumb asylums 50,000 acres, were adopted.

Motions to consolidate the judicial districts of Utah and Arizona and re-

duce the salary of the federal judge, were defeated.

Republicans generally did not refrain from voting on the final passage of the bill, although many voted against it. The motion carried 185 to 61, and the bill for the admission of Arizona was passed.

IN SECRET SESSION.

Silver Men Talking of Forming a New Political Party.

Washington, Dec. 15.—The possibilities of a new political party, with free silver coinage as the sole plank of the platform, was among the developments of today's secret session of the silver leaders. The day was devoted to expressions of opinion from representatives of the different states. They were uniformly to the effect that the working people and farmers were dissatisfied with the course of congress in repealing the purchase clauses of the Sherman act. Frequent references were made during the speeches today to the necessity of organizing a silver party, made up of the elements heretofore gathered under the standards of Knights of Labor, Farmers' Alliance, etc. The tendency of the conference is towards this new organization. The probability is the first effort of the united forces will be exerted to carry the congressional elections next fall. It is undecided whether this will be done by nominating independent silver candidates for congress or by endorsing such candidates of the old parties who have shown by their records that they favor silver. The belief of those attending the conference is that a national silver ticket will be put in the field as a result of the present meeting, and of the victories they hope to achieve in congressional elections. Senator Jones said at the close of the day's conference that this new national party was among the strong probabilities of the meeting.

THE OREGON PACIFIC SALE.

The Road Is Bought In for \$200,000 by the Blair Faction.

Corvallis, Or., Dec. 15.—At a sale of the Oregon Pacific Railroad today, following the reading of the decree by the sheriff, the attorney of William Altschid served a notice on intending bidders that the title to the military grant of 800,000 acres of land to the Willamette Valley and Cascade Wagon-road Co., and the property of the DeChites Bridge Co., was involved in litigation in the United States court, and that the title to the same would not follow the purchase. T. Egerton, Hogg's attorney, gave notice that \$25,000 was deposited on the purchase of the road by Tephin Job at a sale that had been confirmed, had not been returned, and that said sale had never been abrogated and that he claimed the road under that sale. The Giant Powder Co.'s attorney gave notice that it claimed fifteen miles of road east of Gatesville on a debt of \$8,000 and interest. Messrs. Hughes and Clarke, the attorneys who bid in the road for \$200,000, authorized the following statement: "The purchase of the Oregon Pacific has been made by the united action of responsible parties interested in the development of the property. It is expected that the road will soon be put on a sound basis and operated so as to benefit the communities contiguous to the road as well as the owners." The parties in whose name the purchase of the road was made are J. J. Belden, Henry Martin, F. V. Pendleton, S. S. Hollingsworth, Joseph Wharton and James A. Blair.

NOTABLE DEPARTURES.

San Francisco, Dec. 15.—Among the passengers who left on the steamer Alameda today for Honolulu were L. A. Thurston, Hawaiian minister extraordinary and envoy plenipotentiary to the United States, and J. Mott Smith, formerly minister to the United States.

RIO BOMBARDED.

New York, Dec. 15.—A World's special from Buenos Ayres, December 15th, says: A terrific bombing is reported in the harbor of Rio de Janeiro today. Many persons were killed.

THE STATE WORSTED.

New Orleans, Dec. 15.—The jury in the case of the State vs. the Olympic Club returned a verdict in favor of the defendants, thus effectually legalizing glove contests.

Highest of all in Leavening Power.—Latest U. S. Gov't Report.

Royal Baking Powder

ABSOLUTELY PURE