

The Daily Morning Astorian.

EXCLUSIVE TELEGRAPHIC PRESS REPORT.

VOL. XLII, NO. 129.

ASTORIA, OREGON, SUNDAY MORNING, JUNE 3, 1894.

PRICE, FIVE CENTS.

OUT OF ALL PROPORTION



Are the Handsome new suits for boys which we are selling and the prices at which our patrons are buying them. You give us your patronage and we will give you a large share of the profits in Mens' and Boys' Clothing, Furnishing Goods, Hats, Caps, Boots and Shoes, Trunks, Valises, etc.

The OSGOOD MERCANTILE Co.

The One Price Clothiers, Hatters and Furnishers

506 and 508 COMMERCIAL STREET, ASTORIA, OR.

WON ON MERIT.

LAY THOSE TWO FISHING OUTFITS ASIDE. You needn't keep them more than a half hour. We've examined several outfits in different stores, and we to want go to another. We saw an outfit in a window and both of us want to go and see it. Thus said two customers to whom we had shown our fishing tackle. Further said they—We like your goods, but want to be sure of getting the best value for our money. We'll be back and let you see what we've bought if we like the other outfits better. In less than half an hour back they come and say—We don't see anything that pleases us as well as yours. We'll take them.

GRIFFIN & REED.

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 Near as the weather will permit.

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 Oval	A. Booth & Sons	Chicago
Columbia River Pk'g Co.	Astoria	Cocktail	Cutting Pkg Co.	San Francisco
Elmore Samuel	Astoria	Magnolia White Star	Elmore, Sanborn & Co.	Astoria
George & Barker	Astoria	Elmore Palm Desdemona	George & Barker	Astoria
J. O. Hanthorn & Co.	Astoria	J. O. Hanthorn & Co.	J. O. Hanthorn	Astoria
J. G. Megler & Co.	Brookfield	Tag, St. George	J. G. Megler	Brookfield Wn
Fishermen's Pkg Co.	Astoria	Fishermen's Scandinavian Fishermen's	Fishermen's Pkg Co.	Astoria

DEVASTATION AND RUIN

Portland In the Throes of a Great Disaster.

MANY INDUSTRIES PARALYZED

Progress of the Flood in Other Sections—A Still Further Rise Predicted.

The Columbia and Willamette are still on their mettle, and seem determined to create all the destruction possible. From passengers yesterday, an alarming state of affairs was, according to statements, made by them, prevailing in Portland, and elsewhere along the banks of the two rivers. The landings between here and the metropolis are few and far between, and it is only a question of time until it will be impossible for boats to land anywhere along the line.

The officers of the Telephone all unite in saying that the flood will increase in volume, for several days yet to come. There is no predicting when the rise will cease. The excessive warm weather that is now prevailing in the mountain regions, together with the heavy snowfall, will doubtless increase the volume of water very materially. Old river men have no hesitancy in saying that the situation is a very serious and critical one, especially for Portland.

In that city the bituminous pavement along Sixth street, which was finished in 1893, from Ash street to the depot, has been entirely washed out. Ladd & Tilton have moved their quarters up town, the bank building having from five to six inches of water on the floors. This means about 3 1/2 feet of water at the corner where the Ladd & Tilton bank building stands, as the building has an elevation of three feet above the street grade. The Bank of British Columbia has moved its quarters upstairs, and transacts its business on the second floor of the building, the lower floor having two to three feet of water. The same may be said of the London and San Francisco bank.

All boats belonging to the Union Pacific, including the Olympia and Victoria, which the company had tied up in the boneyards, are loaded with merchandise and cement from the different docks. Steam launches are running up First street as far as the Gilman hotel, and the only approach to the St. Charles and Esmond hotels is by boat.

Front street, from Morrison down to the river, is from three to six feet under water. All wholesale stores along Front have uptown offices, where they are trying to transact a little business, the only means of transporting their goods being by scows from the different stores. Yesterday a scow load of rubber goods was taken from a First street store and hauled up to Fourth and Ash streets, and there reloaded on drays.

The railroad bridge is left open at the draw entirely, as there is danger of the bridge being swept away, the track being completely submerged. But one warehouse is left out of water, and this is but 14 to 15 feet above water. The new cement basement under the chamber of commerce building has blown up, owing to the heavy pressure from underneath, the basement now being filled with water. An attempt was made in the start to keep the water down by means of pumps, but the pressure was so great this was abandoned. Merchants have been moving their goods back onto higher grounds as fast as possible, but the water has risen so high on Front street that they have had to stop moving. Passengers from the hotels to the different boats are carried by omnibus to within three or four blocks of the river, and transferred to boats in small rowboats.

Assistant Cashier Rogers, of the First National bank, who has returned from a trip to Portland, states that warehouses on the east side, which are filled with wheat, are overflowed, and there is no way to get the grain out. Consequently the loss from this source will be very large, and will thus add another chapter to the financial distress of the metropolis.

Mr. London, of Balfour, Guthrie & Co., Portland, stated that the people of that city had hopes of a cessation of the flood until 10 o'clock Friday, when a dispatch was received from Umatilla that a rise of 11 feet had taken place at that point, which meant a further advance of 2 feet in Portland. Later advices are to the effect that this prognostication has materialized, and that the metropolis is a heavy sufferer in consequence. Mr. London said that all the stores in the flooded district had opened branch stores up town, while the wholesale men were moving goods by means of scows.

Dr. Fulton, who returned last evening from an attendance upon the meeting of the State Medical Association, says one feature of the flood occurred to him as being very peculiar, and that was that for several blocks be-

yond the line reached by the water the cellars were slowly being filled up, which suggested to his mind that there is considerable made ground in Portland.

In conversation with an old river pilot, who has heretofore given some valuable information regarding high water to The Astorian, it was learned that although the large sum of \$2,000,000 had been expended in the improvement of the river at and near Portland, the benefits derived paid into insignificance before the amount paid out. Of this expenditure \$2,000,000 had been voted by congress and \$1,000,000 by private subscription from the citizens of Portland. Notwithstanding this vast outlay, the city is now in the throes of a great disaster, in which the sympathy of the public is extended. Referring to the matter of Gov. Penneyer's claim, that the building of a portage railway around The Dalles to connect the Upper and Middle Columbia is the proper solution of the transportation problem, and the reduction of freight rates from Eastern Oregon, the gentleman says that it is only an experiment, that will prove more expensive to the shipper of grain and produce than the present rates charged by railroads. Owing to the loss and wastage, by reason of the many handlings of sacks, it will amount to more than the gain in the lowering of freight rates. The solution of the problem, is either canal and locks or the building of a boat railway, and the sooner the governor will come to an understanding with the United States engineers and other experienced authorities in this matter, the sooner the problem of an open river from Idaho to Astoria and the sea will be solved. The impracticable methods which the governor has so long advocated have been a detriment to the state, and has been the means of simply deferring, instead of aiding, the desired object. The building of portage railways by congress, advocated by the governor, is directly in opposition to the policy of the government, and although individual members may have favored such a policy, their words are not proven by actions.

In connection with all the above facts, it may be stated as an illustration of the advantages of Astoria as a terminal point, that three schooners are now anchored in the harbor because they cannot load in Portland, there being no wharfage accessible on account of the flood. As has been stated before, there is no difficulty here, and in the natural order of things there never can be. No floods can ever affect Astoria, and when this fact becomes patent to all, this city will reap the benefits that her natural advantages are entitled to.

POLITICAL POINTERS FOR OREGON VOTERS. Bulletin. It is now reported that the president does not like the tariff bill as amended in the senate, and will veto it if it comes to him in that shape. Especially he objects to the metal schedule. Nothing is said about his attitude on the sugar duties. If the bill follows neither the Chicago platform nor Cleveland's letter of acceptance, it is fatherless indeed. It is just possible that after all it will get no one to own it, and be rejected as a political and economical filius nullius.

The Philadelphia Press. The crime of the Democratic tariff scheme, whether it be labeled the Wilson bill or the Gorman bill, is that it undermines and overthrows the long-tried fiscal system which is the bulwark of American industry and labor. In this general crusade it is an immeasurable wrong to all broad American interests. But the most flagrant and shameful feature of the infamy is that, while recklessly striking at the common welfare, it unblushingly bolsters and gorges the trusts, and especially the sugar trust. For the rest there is at least a pretence of principle. For this there is nothing but the most brazen corruption.

UNDER THE CHIN. One of the really new ideas of the spring has come in the shape of strings on hats. Not strings in the shape a girl ties them on to the sailor hat when she takes a steamer ride to Long Branch, but the ribbon strings on the low-crowned English style of hat, with broad brim that rolls on both sides. These bits of ribbon can be any bright color. Then the bow nestling under the chin has to be carefully selected, for if it is pink when it ought to be blue, or blue when it ought to be dark red or dark green, the effect is not likely to increase the attractiveness of the girl. These strings are about an inch and a half wide and are fastened at the back inside the hat. At first sight they seem very droll, says the Philadelphia Times, but to many faces they are a great attraction, although they may prove a trifle warm about the throat later on. They can be worn by sweet 16 or her mother equally as well, although the girl with a pretty curve at the throat is advised not to destroy it, unless she can tie the most coquettish and Frenchy of low knots.

LAST NIGHT'S RALLY

Enthusiastic Republican Meeting at Fisher's Hall.

STAND BY THE GRAND OLD PARTY

The Consequences of Penneyerism and Populist Rule Graphically Set Forth.

The grand rally of the Republican party last night was a demonstration that filled all patriotic hearts with joy, and was a sure indication of the success of the party of reform and progress on tomorrow's election. For as surely as the sun rises in the east, so certain is it that the grand principles of the party that gave freedom to millions of slaves will prevail over the enemies of freedom, and guarantee an era of prosperity, not only to the state of Oregon, but over all the broad domain of this liberty-loving land. The hand of Fate points to the doom of those who seek to elevate self above the plane of common good. The principles of truth and good government are mighty and will prevail, in spite of all the demagogues of earth. The iron hand of oppression shall soon no more grasp the vitals of the people, and the sting of poverty will be soothed by the administration of Republican rule and relief. The people in the last presidential election voted for a change. They got it with a vengeance, and now they want to change back again. Their eyes have been opened to the grave mistake they committed, and the error will not be repeated.

As a verification of this, it is only to call attention to the enthusiasm which greeted Hon. C. W. Fulton in his masterly address at Fisher's hall last night. The spacious building was crowded, and cheer after cheer echoed through the large building as the truth was set forth in forcible and eloquent style. The speaker took up the tariff question in his initiatory remarks, and handled the same with a familiarity that bespoke careful and diligent study. The facts were given out in a logical and convincing style, characteristic of the speaker, and made a deep impression upon the vast assemblage.

Penneyer was then taken up and handled without gloves. The true character of the man who for so long a time has imposed upon the good nature of the people of Oregon was exposed. He was vividly shown up in his true colors as a demagogue and monopolist, and the searching arraignment that the aspiring governor was subjected to did not improve his chances for a seat in the United States senate. The speaker next paid his respects to the Democratic party in a style more forcible than eloquent, and the Cleveland administration was shown up in its true light. With an exhortation to stand by the grand old party and cast a vote for each and every Republican candidate in Clatsop county, the speaker closed his remarks amid the hearty applause of all present.

THE POPS LAST NIGHT. Penneyer and Waldrop Tell the Same Old Story. Last night, by 8 o'clock, the People's Party hall was well filled with both ladies and gentlemen to hear Gov. Penneyer and Joe Waldrop tell what they know and what a good many others didn't know, or ever want to know, either.

The speaking commenced promptly at 8 o'clock by Joe Waldrop, who is a candidate on the Populist ticket for congressman in the second district. He claimed that the race was between him and Mr. Ellis, the Republican nominee, and that there was great enthusiasm in Eastern Oregon wherever they had been, but the Democratic candidate wasn't in it, and he asked the voters to keep their eyes on the returns, for he expected to come in under the wire a good first. His three-quarters of an hour being up, Gov. Penneyer took his trick at the wheel. He commenced by giving an outline of the legislative expenses, showing how they had increased during the past eight years, and how, as governor and a friend of the people, he had vetoed appropriation bills which he thought were for useless expenditures.

HIGHTEST OF ALL IN LEAVENING POWER.—LATEST U. S. GOV'T REPORT.

Royal Baking Powder

ABSOLUTELY PURE

His proof that the government could loan money on farming land as security was based on the fact that the state of Oregon, having over \$2,000,000 of school money loaned at a low rate of interest on such securities, had never lost one dollar.

He admitted that he was drawing more salary than he ought, but so was Judge Ford and William Galloway, and that John Sherman was taking the narrow road of single gold standard to destruction, and Grover Cleveland the same road to damnation. The governor told a good many old stories that helped keep the crowd in good humor, but they seemed in a great deal better one when he bade them good-night and they slowly filed down stairs, while Pat O'Hara and Sofus Jensen put out the gas.

CLEVELAND GETS MAD.

Under the above heading that stanch journal, the Evening Telegram, of yesterday, prints the following editorial: "It is said that President Cleveland is mad, and very mad, at the senate for twisting the Wilson tariff bill out of shape, and that he proposes to manifest his displeasure in a published interview at an early day. This statement is made in the New York Herald, and on authority of its Washington correspondent, who vouches for its truthfulness. It seems that Senator Gorman has been taking unwarranted liberties with the president's individual opinions which were quoted in support of the pending bill. Mr. Gorman's quotations from the president's public utterances and from the Chicago platform were interpreted to mean that both favored a trust-protected tariff law. This is given as the special provocation for arousing Mr. Cleveland's anger, yet we have an idea that the cause is deeper seated than that. The original Wilson bill put coal on the free list, which was claimed at the time to be in the interest of a Nova Scotia coal syndicate in which Mr. Whitney and Broker Benedict were particularly interested. Senator Gorman is an owner and large dealer in American coal, so that when the bill came to the senate he used his influence to get in a duty on coal. It was probably a case in both instances of looking out for number one. Mr. Cleveland was looking out for the Nova Scotia coal interests, while Mr. Gorman was looking out for his Maryland and West Virginia coal mines. That is about the size of the disagreement between Cleveland and Gorman on the tariff bill."

A KICKER.

"Why don't you have sumthin' in your paper that people want to read," asked a kicker on the docks yesterday. "You all go crazy when some fellow says railroad, and you tell it over and over again. An' ef some big bugs have a concert you run off a column about hit. But let something happen to a pore man—go, for instance, and nobody hears nothing about hit, no matter how stunnin' hit may be. 'Twas only t'other day—tell there's a nuther thing I want to tell you about—ef some big church singer sings a song you will puff them till they can't rest. But let a pore fortune teller tell a fortune and they ain't in it. Now listen: A fortune teller told my mother that she was going to lose a son by fire and flood. And, sure enough, that very night I got fired from my job; and being dispendent, I got full and fell in Cow Bay on my way home and got pretty nigh drowned. "Did you newspaper fellers say anything about it?" "Oh, no; the fortune teller and me is poor folks, see?"

VALUABLE EGGS.

Two more eggs of the great auk have been discovered in England and were sold last week at auction, one bringing \$375 and the other \$1,500. There was a slight flaw in each egg, which considerably lowered its value. They were found in a collection of fossils and eggs which a young collector bought for \$9 at a sale of old household goods in the country three or four weeks ago. The collector recognized one of the eggs in the collection as a great auk's egg before he bid on the lot, but did not discover the second until he got home with his prize. The value of the eggs was unknown to the seller. There was also sold at the same auction with the two great auk eggs an egg of the long extinct roc, made famous in the "Arabian Nights." This was found in Malaga, and it sold for \$225. A stuffed specimen of the great auk and a perfect egg were sold in London recently for \$3,000.