

# The Daily Morning Astorian.

EXCLUSIVE TELEGRAPHIC PRESS REPORT.

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ASTORIA, OREGON, SATURDAY MORNING, JUNE 9, 1894.

PRICE, FIVE CENTS.

## THE CUTTING



And making has more to do with the style and appearance, the stability and wearing qualities of clothes than the material. Our clothing is made by the best manufacturing establishments in the country, firms who employ the best help—and who do not employ any Chinese tailors either in cutting, sewing, or in anywise in the making of their goods. Full

lines of **Men's and Boys' Clothing, Furnishing Goods, Hats, Caps, Boots and Shoes, Trunks, Valises, etc., etc.** For quality of goods prices below the lowest.

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 want to go to another. We saw an outfit in a window at 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	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 Pk'g Co.	San Francisco
Elmore Samuel	Astoria	Magnolia White Star	Elmore, Sanborn & Co.	Astoria
George & Barker	Astoria	Revere Palm Desdemona	George & Barker	Astoria
J. O. Hawthorn & Co.	Astoria	J. O. Hawthorn	J. O. Hawthorn	Astoria
J. G. Megler & Co.	Brookfield	St. George	J. G. Megler	Brookfield Wis.
Fishermen's Pk'g Co.	Astoria	Fishermen's Scandinavian Fishermen's	Fishermen's Pk'g Co.	Astoria

## TALES OF DISASTER.

### The Losses Along the Upper and Lower River.

#### THE DAMAGE CONTINUES

#### The River 20 Miles Wide—Reports From Steamboatmen Tell Some of the Particulars.

The Columbia's greatest flood has not only inflicted serious damage upon the merchants and property owners of Portland, but has also damaged the farmers and inhabitants of small cities in the lowlands along the mighty river to an incalculable extent. Several towns are completely, and others partly, submerged. Houses and wharves have been wrenched from their foundations and swept away by the raging waters, and all that remain of them are pieces of driftwood tossing about upon the swollen stream. From the banks of the highlands in Oregon to those in Washington the river extends, being at places 20 miles wide. Remnants of buildings mark parts of the devastated section and can be plainly seen from the decks of passing steamers. They attracted a great deal of attention yesterday from the passengers on the gigantic Northern Pacific transfer boat, Tacoma, many of whom braved the stormy morning in order to view the scene.

Little has been known of the damage in the Columbia lowlands, as telegraphic communication is practically impossible. Plenty of news of a distressing character was brought up by the captains of the river steamers which arrived yesterday.

"Down along our route the people in the lowlands have deserted their homes and fled to the hills for safety," said Capt. Gray, of the Lewis River Transportation Company's steamer Mascot, which plies between Portland and towns on the Lewis river. "Woodland, a town of four or five hundred inhabitants, in Cowlitz county, Washington, is completely submerged, and has been deserted by all but a few, who remained to save their effects and are now living in the highlands and others are staying with friends. So far as I could learn, no one was in distress, but that will be an after effect of the flood, as most of these people have lost all, or nearly all, of their worldly possessions. Masters of boats plying in the Columbia are doing all in their power to help these people, such as removing their furniture and stores and sometimes live stock to safer localities. We have also rescued a great many people, who remained in their houses until the last minute, when a quaking of the building indicated that the foundation was loosening, and it would soon be swept away. In every case escape by any other way than by boat was entirely cut off, and few of the people had boats. Their signals to passing steamers were always heeded, and they were removed to dry land. Their signalling before the houses had been thoroughly shaken from their foundations, and the frequency with which boats pass the inundated district, alone have prevented a possible loss of life. I have been informed that in one case a house was swept away shortly after the family had been taken aboard a steamer.

"All the warehouses and docks along the river, and houses and barns in the lowlands have either been carried away, toppled over or wrecked by the flood. It is a common sight to see a wharf or house come floating down the Columbia, and it is one that I do not think will be witnessed again this century. On the Lewis river, booms of logs have been carried away, and only rafts securely tied have been saved. The loss in that section alone will reach the hundred thousands. This does not include the personal property or live stock, most of which has been saved by steamers. The Mascot alone removed 900 head of cattle and horses to the hills. There are a number of heavy losses by the flood at St. Helen's. Muckle's mill was damaged to an incalculable amount. Mr. Muckle told me this morning that the whole plant was under water and would be nearly a total loss. Some of the buildings, he said, had been moved from their foundations, and he thought it would require a great outlay to repair the damage. Two of his rafts of logs were swept away the other night, and one was lost. I captured the other and towed it to Columbia City, and left it there securely moored. Rice's dock at St. Helen's was swept away yesterday morning, shortly after the passage of the steamer Columbia, and will be a total loss. The warehouse at Ridgefield, Wash., disappeared during the night, and has not been seen since. The Methodist church on Sauvie's island has tilted heavily to the port, and now stands, or rather floats, at an angle of 45 degrees. The school house in the Reeder district and Musgrove's barn have been

completely destroyed. Lawrence's house and barn and Morgan's barn have sailed across Sturgeon lake. Hulett's barn and other barns made voyages on the Columbia, and were still floating toward the ocean at last accounts. The Presbyterian church at Woodland was nearly wrecked, and will have to be overhauled when the river subsides. All the docks and warehouses at Caples' landing have been swept away. There are only a few instances. There are many others which I have heard of, but know nothing about.

"An idea of the depth of the water in the submerged sections may be gained from the fact that a steamboat can come from Ridgefield to St. John's, a distance of 20 miles, in an air line. By the way we travel, crossing lots, etc., we save 10 miles on the run. After leaving Vancouver, the river is so swollen that in following the north bank of the Columbia to Kalama, we are sometimes half a mile and sometimes four miles from the main channel.

"The storm of Saturday did considerable damage to property. It struck Woodland in the shape of a cyclone, uprooted trees and shook one or two houses from their foundations. The Mascot was directly in the path of it, as it came sweeping down the Columbia. I saw its approach and steamed along with it for seven miles, and so escaped the disastrous consequences of an encounter with it."

#### CAPT. SHAVER'S STATEMENT.

Clatsop river and Beaver slough are so swollen that Capt. George M. Shaver, of the steamer Sarah Dixon, saves time in making his trips by crossing the prairie, instead of winding up the crooked slough and river. "There is from 10 to 15 feet of water on the prairie, and it has caused considerable damage," said Capt. Shaver yesterday. "The flood has swept away between 12 and 15 houses and barns. On our trip up, we passed a two-story house which had gone ashore at Ladd. Reed's place on Bachelor's Island, Kalama, St. Helen's and Ranier are under water, and passengers are landed and taken aboard in small boats, except at St. Helen's, where we stop at the bluff. Several streets in Kalama are submerged. At Mayer's the dock is under water, while the warehouse and store and part of the roadway have floated off. On the way up, we stopped at Wallace's Island, and took some cattle and horses out of a barn, which was in one and one-half feet of water. Wood is very scarce down that way, and owing to that cause we can only make trips three times a week, instead of daily as heretofore. At one or two wood yards the docks are stocked with wood, but the owners will not sell it until the night, will float away."

#### AT KALAMA.

Pilot W. H. Pope, of the Northern Pacific transfer boat Tacoma, says the river at Kalama stands at 27 feet 10 inches, a rise of one inch. In the lowlands the water is up to the eaves of the houses, and it is high above the railroad tracks. The pontoons are safe. Three tons of iron rails were put on them as ballast yesterday to prevent their being carried away. The same was done at Goble. At places, Capt. Pope says, the Columbia is a sea from 15 to 20 miles wide, and water can be seen as far as the eye can reach. The lower portion of Kelso is covered with water, and several houses thereabouts have floated away. During the week the Tacoma has passed about a dozen floating houses.

Capt. Ekelon, of the steamer Toledo, which plies between Portland and Dayton, says that there is not much high water in the Upper Willamette. Conditions below the falls are the same as those existing in Portland.

Mate W. J. Johnson, of the Dalles City, which arrived down the Columbia last night, says that the Columbia at the Cascades fell four inches yesterday. It still almost covers the houses in the lowlands. A number of old houses and barns have floated away. Hamilton's house at the Cascades was washed away a few days ago. The bulkhead at the locks has been well secured, and there is no longer any danger of its being damaged.—Yesterday's Oregonian.

#### EASTERN PRESS COMMENT.

The eastern press, commenting on the election in Oregon, speaks in the highest praise of the action of the state. Without regard to party, the papers say the fact that Penoyer was so discredited will be of great value to the state, and that it shows the people do not belong to the class which his position, as governor, has put them in. Instead of being cranks and lunatics, they declare the people have shown themselves superior to what the governor would have the remainder of the country think them. This sort of comment comes largely from the Democratic press. Republican papers also contain these sentiments, but generally construe the election to mean that the people are tired of this free trade and trust protecting Democratic congress. It is everywhere declared that confidence in Oregon and her people will be restored.

#### REVENGE OF WORKMEN.

#### Explanation of the Frauds Committed at the Carnegie Works.

The armor plate investigation was resumed at Washington, D. C., on last Monday. Lieut. Cowles, of Marblehead, was the first witness. He was appointed inspector of the Homestead works in 1892. The first plates had been furnished in January, 1892. While it would have been possible to retreat the plates, the lieutenant did not think it had been done. Witness said he never knew of test plates being re-treated. In his opinion every plate of the armor now on the war ships would come up to the minimum tests.

One entirely new and rather startling admission was made by Lieut. Cowles in regard to the importance of blowholes. In reply to a question as to the largest blowhole he had ever seen, Lieut. Cowles, pointing to a large French clock upon the mantle of the committee room, said he had found a blowhole in one of the Monterey's plates as large around as the clock, which was probably ten inches in diameter, and that the hole was five or six inches in depth.

The committee, which had been told by other experts that blowholes were ordinarily about the size of a lead pencil, was somewhat surprised by this statement. Members looked amazed when Lieut. Cowles followed up his remarks with a declaration that this particular blowhole had been plugged by the direction of the department, and that the plate is now on the side of the coast defense vessel Monterey.

Lieut. Cowles told the committee that that particular plate had been rejected by the inspectors, but that after correspondence with the ordnance bureau he received instructions to pass the plate, and the company was authorized to plug the blowhole. The emergency on account of the Chilean trouble, Lieut. Cowles presumed, prompted the department to accept the plate.

Lieut. Holcomb, of the navy, one of the inspectors at the Carnegie works, stated that his observation led him to the conclusion that the Carnegie Company and the government were at the mercy of the employees. The latter could use fraudulent dies and stamps and with these could commit irregularities in spite of the company or the government.

Officers of the company told the witness that workmen had been using false "scrapes" and bad material in order to "get even" with the company for the results of the strike of 1891. Lieut. Holcomb said the government inspectors could trace every plate from the time it was an ingot until it was finished armor. Witness said no underhand work was being practiced now at the Carnegie works. He had observed that there was a bitter feeling among the workmen against the Carnegie Company.

Further testimony will be taken on Wednesday.

#### AN 1844 PIONEER.

Hon. John Minto, of Salem, is in the city, stopping at the Occident with his wife.

Mr. Minto came to this state from Missouri in 1844 and spent the years 1845, 1846 and 1847 in Clatsop county, marrying Miss Martha Ann Morrison, daughter of the late Capt. R. W. Morrison, of Clatsop Plains, in July, 1847.

Mr. Minto had just been reading the accounts of the flood in the papers, and when seen by an Astorian reporter related some reminiscences which are worth repeating. He states that with Astorian reporter. He states that with the exception of the flood of 1861 the Willamette was never higher than in December, 1844. It had been a dry summer and fall that year up to October 15, when the early warm rains commenced and continued until the flood came in December. He distinctly remembers how warm it was, because of the fact that some of the pioneers went barefooted all winter. The river commenced to rise about Salem, and never ceased rising until there were but few spots in the city left uncovered by water. There was not much damage done in Salem, but at Linn City, which is opposite Oregon City, the buildings were washed away entirely, and it was a long time before the town was rebuilt. In the bottom lands along the river a great deal of stock was lost from the farms about Salem and down to the mouth of the Willamette. This flood of 1844 had no perceptible effect on the Columbia river

whatever. Portland at that time had no existence, there being nothing but a shingle camp on the present site of that city. This camp was owned by Wm. Overton, who was helped in his work by a sailor named Jack McDonald, while another sailor by the name of Dick Johnson lived a hermit life in the woods at a place up on the hill out of sight from the river, on which is now located Carruther's addition. These were the only three white persons in the vicinity of what is now the large city of Portland.

Mr. Minto's attention was called to Mrs. Lovejoy's flood account in Thursday's Oregonian, in which she makes a statement in regard to this 1844 freshet, and avers that her husband was in Portland at the time and went by boat in an almost direct line from that city to Vancouver through the dense forest. Mr. Minto believes that the lady quoted is Mrs. A. L. Lovejoy, who lived in Oregon City at the time, and says he is certain that she is mistaken in the point her husband started to Vancouver from. In his opinion Mr. Lovejoy must have started from Linton, a point nine miles below Portland on the west bank of the Willamette, about three miles above its mouth. He feels certain that it was Linton, because that was the first American city laid off by American home builders, and was named after Senator Linton, while Vancouver was then a British fort and the chief place of business of the Hudson Bay Trading Company for this part of the country. From Linton to Vancouver the river was navigable during the flood, but between Portland and Vancouver there is too much high ground to make such a trip possible, and he thinks the steamer Mascot went over the same route from Linton to Vancouver last Tuesday that Mr. Lovejoy took.

Mr. Minto was about the city yesterday with his friend Capt. Gray, meeting many old acquaintances and telling yarns about those old days with so much evident enjoyment as to cause a listener to almost wish them back again.

#### UNJUST TAXATION.

#### The Income Tax Will Affect Life Insurance Savings.

Much excitement and anxiety have been created in the minds of policyholders in life insurance companies in this city by the report that the tariff bill pending in the United States senate has been so shaped as to impose an exceptionally severe tax upon them. When a few men agree together that which ever of them shall die prematurely his family shall be protected from want by the others, it does not seem reasonable that so prudent and beneficial a contract should be subject to taxation. It is in no sense a form of wealth nor a means of profit, but is solely an expense to all concerned as long as they continue to live, while it is an immense benefit to society at large by fostering habits of prudence and preventing pauperism. Charles Sumner was wise when, in the debate on the original income tax he declared that a tax on the life insurance is unjustifiable, even in time of war, for such insurance is in itself of the nature of a tax, and any burden imposed upon it by government would be a tax upon a tax. His principle seems not to be understood by some of the senators engaged in framing the present bill, for they have gone so far, in the pending amendment proposed by Senator Vest, of Missouri, as to propose a tax of 2 per cent upon all income received by life insurance companies above their expenses. This, if enacted, would really tax all the money deposited in such companies to be held in reserve for the benefit of posterity. It would be fairly parallel to a tax of 2 per cent upon all deposits made in savings banks, and would be an exceptional burden of the greatest severity. There is real danger that the fair and reasonable claims of men who have insured their lives may be overlooked or forgotten in the haste to arrive at a speedy solution of the revenue difficulty. Hitherto they have always been recognized in laws imposing or modifying an income tax. Thus the last act of the kind passed by congress was in 1870, and it expressly provided that "nothing herein contained shall apply to moneys paid by mutual life insurance companies to their policy holders." In England, where life insurance is an older institution than it is here, parliament has gone further, and exempts from income tax in individual hands moneys paid as premiums to life insurance companies.—Exchange.

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

# Royal Baking Powder

ABSOLUTELY PURE