

# The Daily Astorian

EXCLUSIVE TELEGRAPHIC PRESS REPORT.

VOL. XLII, NO. 139.

ASTORIA, OREGON, FRIDAY MORNING, JUNE 15, 1894.

PRICE, FIVE CENTS.

## THE SEWING



In the manufacture of clothing and the quality of labor employed depends their wearing qualities. We handle only the best grades obtainable anywhere—clothing we know is made by the best workmen. The product of the "sweaters" or Chinese never enters our store to our knowledge. Our permanent success depends upon the permanency of the satisfaction we give in selling **Mens' and Boys' Clothing, Hats, Caps, Boots and Shoes, Trunks, Valises, etc.,** 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 want to 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 Pkg Co.	Astoria	Cocktail	Cutting Pkg Co.	San Francisco
Elmore Annual	Astoria	Magnolia White Star	Elmore, Sanborn & Co.	Astoria
George & Barker	Astoria	Eden Palm Desdemona	George & Barker	Astoria
J. O. Hawthorn & Co.	Astoria	J. O. Hawthorn & Co.	J. O. Hawthorn	Astoria
J. G. Megler & Co.	Brookfield	St. George	J. G. Megler	Brookfield Wn
Visherman's Pkg Co.	Astoria	Fishermen's Sardines Fishermen's	Fishermen's Pkg Co.	Astoria

## THE TRUTH ABOUT IT

Our Special Correspondent's Flood Account.

WORSE THAN IMAGINED

An Interesting Article Which Begins a Series, on the Principal Topic of the Hour.

Portland, Or., 13th June, 1894.—(Special Correspondence of The Astorian): The Portland flood of 1894, whether its results tend to good or ill for the metropolis, will always remain a landmark or rather a water mark in the history of this city, which has so long borne the proud title of the capitol of the northwest. Will she, in the face of this calamity, be still able to hold her commercial supremacy? Will this flood do damage to her interests beyond the immediate losses involved? Will it mean the gradual decadence of her priority and the removal of the central seat of business further towards the sea, and out of the reach of another catastrophe of this character? Is this an object lesson and a warning from Portland's natural surroundings that her seat on this treacherous Willamette is no location for any stable and lasting prosperity of a teeming population? Or is all this talk of her peril merely a loud and coarse vaporing from the residents of Tacoma, Astoria and San Francisco, signifying nothing but the basest jealousy and the most cowardly and unwarrantable charges?

Here are some grave questions indeed. I do not intend to answer any one of them in a direct manner in this series of articles. The readers of The Astorian will be placed in possession of the bare facts surrounding the flood; they will be given, as nearly as it is possible to give, a correct knowledge of the present condition of Portland, and they can apply the moral and answer the questions for themselves. As a preface to what will follow in these columns from day to day, it may be said at the outset that the Portland newspapers have distorted the truth, they have attempted to cover up the knowledge that none in this city but blind men can fail to possess, by persistently and regardless of veracity filling their pages with optimistic visions concerning the losses sustained, and by attempting to make the outside world believe that the fearful condition of affairs in the business heart of the town is a myth born in the imagination of fools or knaves.

On entering Portland harbor there is not really at first sight very much to emphasize to the eye of a visitor that the city itself is in the throes of a great blow to its prosperity. The water runs very high, with that peculiarly rotund, glassy appearance denoting a full stream, and the big elevator stands low with its doors wide open to the wash of the current. The railroad tracks, in many cases flush with and under the river, are the first intimation of anything unusual. Then come hundreds of railway cars with the tops just showing above the water, and immediately afterwards are the signs of a big disturbance—fully sixty houses and shacks piled up against the east side, smashed together and heaped about in very great confusion. One looks in vain for the Union Pacific stambot landing on the west side of the river, for it is all but submerged, and the Morrison street bridge is almost as low in the water as if it were a floating plank walk.

The city itself—who shall describe adequately any idea of its condition within six blocks from the river front? For today, let us go into generalities, and pick our way promiscuously over the "elevated sidewalks" that bridge the business centre of Portland, the water-logged. By the way, these sidewalks are nothing better than man traps. In many places they consist of two narrow planks with a gap of six inches between, standing on flimsy crossbars held down in the water by large stones to keep them from floating away. Many of these planks are badly split and broken and where traffic is greatest along Third street, from Morrison to Oak, there is a constant danger of nasty accidents. Standing in the centre of one of these hastily thrown up bridges at the junction of Third and Oak, at the rear of the police station, the sight is one long to be remembered. Away up Third, on both sides, is a calm lake of water several feet above the sidewalks. On the corner opposite where we stand is the palatial chamber of commerce building, probably one of the handsomest and most expensive structures in the west. Only completed a few months ago, it stands today with its bottom floor a scene of wreck and desolation that must be seen to be believed. The graceful and majestic front entrance, with its circular marble pillars, stands in a flood of water through which boats can pass with ease and traverse the whole ground floor. Alongside this entrance,

and half way to the Third street corner, are the offices of the Northwest Fire and Marine Insurance Company, their costly furnishings heaped up in stacks like firewood, with the still water eddying everywhere. Tons of pamphlets and advertising matter lie splashed by the river, which has invaded everything. The no less magnificent fittings of the Title Guarantee and Trust Company's offices, on the other side, are also all utterly ruined. But it is at the Third street corner of the building, in the headquarters of the Oregon National bank, where the destruction reaches its climax. Here are fittings that cost many thousands of dollars. Counter guards of hammered copper and brass in exquisite designs, flagstone window work embossed with the monogram of the bank, massive Italian marble supports surrounded by large electric light chandeliers, heavy mahogany and oak desks and railings all resting on solid marble bottoms, are soiled, cracked and stained beyond redemption. The tessellated pavement is black and discolored, handsome upholstered lounging seats are turned green and are rotting to pieces, and over all are big piles of scantling and rough lumber partly swimming in two feet of water. Passing further on through the spacious corridor on raised planking we come to the safe deposit offices of the Northwest Loan and Trust Company. This office, furnished on the same scale of costliness, is like all the others on the ground floor of the building—a scene of desolation and destruction. The steel and copper cages of the deposit vaults are furnished to all the colors of the rainbow, and the marble slabs that almost cover the walls show like signs of discoloration, that months of scrubbing will never erase. All the oak paneling on the main floor has lost its beauty and been turned to a dull yellow tinge. By rigging a powerful engine over the water outside, one elevator is kept running, and this, as it rises, takes with it a quantity of water every trip, dripping it out in its passage to the top, like a shower bath. The bottoms of all the elevators and the shafts themselves being of hammered copper, show defacement everywhere. Many small fish were seen darting about in the corridors this afternoon, and what has happened on the ground floor of the chamber of commerce building has been the fate of every structure, large and small, in the very centre of the busiest portion of Portland. The old Catholic brick church on the corner across from the chamber of commerce shows water stains that have penetrated through the brick a good way above the highest mark actually reached by the flood. At the Ainsworth National bank building, a block down, the water is a foot higher, and the destruction of property if anything greater than at the chamber of commerce. But these are only desultory cases. Imagine then the conglomerated mass of wreckage and the extent of the havoc wrought, when there are 500 large buildings, warehouses and stores in exactly the same predicament.

Oak street, from the solid dilapidated woodyard at the water front along past the city jail to Seventh street, is a huge and deep morass, through which the tops of store signs and barber's poles are just discernible. From the river channel proper to the jail there is not even an "elevated sidewalk" to obstruct the view, the water being too deep to allow of their erection, nor have these breakneck contrivances been placed near the foot of Washington or along First or Second, for the same reason.

All the old brick shacks inhabited by the Chinese colony on Second street are, according to the views of contractors, in some danger of falling. The mortar, cementing them together is pretty well rotted, even without the action of the water to complete the breakdown, and there is no doubt that the cellars of these buildings will remain wet and partly flooded for some months.

Lipman Wolfe's big store on the ground floor of the Dekum building, at the corner of Third and Washington, is raised on planks a foot above the level of the flooring, and the immense cellars underneath are loaded up to the street level with many tons of water. At Olds & King's store, two blocks higher up Washington, big force pumps were continually at work all day today getting the water out of their cellars.

On all sides are advertisements of "malaria and high water specifics," gum boots and pumps. For the first named there will soon be a big demand. Already there has been a fall of several inches on the higher portions of the streets, leaving a thin sediment, which in itself is not very malodorous. The hot sun, however, which has poured down since early morning has brought up a terrible and overpowering smell, more particularly in the vicinity of Third and Morrison streets, near the temporary headquarters of the Postal Telegraph Company. Here, on both streets named, are several large cellar gratings opening onto the sidewalks, and it is through these that the air is being rapidly polluted. One of the chief topics concerning the flood today was this new and alarming feature, which is a very ominous sign, and seems

(Continued on Fourth Page.)

## THE NICARAGUA CANAL

A Plan Agreed Upon by the House Committee.

CHIEF JUSTICE COLERIDGE DEAD

Populist Senators Agree to Oppose Free Wool—The President to Take an Outing.

Associated Press.

Washington, June 14.—Such smooth sailing marked the first meeting today of the sub-committee of the house committee on commerce appointed to frame the Nicaragua canal plan that the members feel justified in predicting that the measure will be prepared within a week. Several points were agreed upon today. Although Representative Bryan's scheme for a currency issue to construct the canal found some favor, it was definitely abandoned, and Senator Morgan's plan will furnish the foundation for the bill, which provides for the usual method of raising funds by means of a bond issue. It is practically decided that the government's share of the bonds shall be \$50,000,000. Members have agreed to insert in the bill a proviso that the canal company must at some early date (probably January 1, 1895) satisfy the secretary of the treasury that all outstanding debtor contracts have been cancelled, and he must be satisfied that the affairs of the maritime company's auxiliary, the contract company, have been settled, and that the company has gone out of existence. The government will guarantee the funds with which to settle the affairs of the present company, but the latter's affairs must be so arranged that the government will find no complications on its hands, and this will be made the first condition of governmental control.

POPULIST PROTECTIONISTS. For Free Lumber, But Not in Favor of Free Wool.

Washington, June 14.—The Populists of the senate, Allen, Peffer, Kyle and Stewart, held a special conference on the subject of free wool. The four decided to vote for Peffer's amendments giving wool protection. If all the Republicans should vote the same way, only two Democratic votes would be necessary to carry. It is not probable these could be found. Five or six Democrats would be willing to vote a duty on wool, but fear such action might upset the entire agreement to stand by the bill of the finance committee.

JUSTICE COLERIDGE DEAD.

London, June 14.—Lord Chief Justice Coleridge is dead.

THE PRESIDENT'S HEALTH.

He Will Take Another Outing.

Washington, June 14.—By the advice of his physicians, President Cleveland has about decided to take a short outing, by going down the Chesapeake Bay.

A POPULIST'S TRICK.

Soldiers' Reunion Made a Political Meeting.

Yankton, S. D., June 14.—The soldiers' reunion has broken up in a row, owing to a Populist attempt to turn it into a political meeting, and a large number of visitors have returned to their homes. A delegate from Sioux Falls made a strong political speech to the audience of 1,000, and this caused the trouble.

ANOTHER OF OLNEY'S FORMS.

San Francisco, June 14.—A Chronicle special from Washington says: The United States will bring suit for \$15,000,000 each against the Crocker and Hopkins estates for the recovery of the debt owed by them to the government as stockholders in the Central Pacific Railroad Company.

Under the law the suits cannot be brought against Huntington until he dies or the debts mature.

DAKOTA POPULISTS.

They Believe in Protection and Suffrage. Mitchell, S. D., June 14.—The Populist convention voted down a resolution favoring free sugar, free lumber and interstate railroads. Woman suffrage was incorporated in the platform, and Kelly,

of Wood, and Knowles, of Lawrence, nominated for congress. Spink will probably beat Buchanan for governor.

THE SENATE.

Dolph Speaks For Protection On Wool.

Washington, June 14.—In the senate today a bill was passed to pay Joseph Redfern, one of the Ford theatre victims, \$2,748, and also one authorizing the appointment of women as public school trustees in the District of Columbia, and one for the development and encouragement of silk culture in the United States. The tariff bill was then taken up, and Lodge made an argument against free wool, and was followed by Dolph.

During his speech Dolph remarked that it was whispered about the senate that the opposition had surrendered, and that the bill would pass before the end of the present month. If he could prevent it, the bill would not be voted on till the people had a chance to give an expression of their opinion at the general elections next fall.

THE SUGAR INVESTIGATION.

Senators to Be Asked Certain Pertinent Questions.

Washington, June 14.—The investigating committee will begin to examine senators tomorrow. Every senator will be asked whether he bought or sold sugar stock or furnished information concerning tariff legislation on sugar, or has been in any way improperly influenced by the trust.

CONNEMAUGH FLOOD RELIC.

A Parlor Car Dug From a Cellar.

Johnstown, Pa., June 14.—While digging a trench through a cellar that filled up by the flood of 1889, workmen unearthed a parlor car lost from the ill-fated day express at Connemaugh, and it is believed a further search will reveal bodies.

DISASTER IN IRELAND.

Fifty Persons Drowned.

Castlebar Island, Ireland, June 14.—A passenger boat returning to Westport quay, from Achil Island, and having on board 80 harvesters to be shipped to Scotland, capsized off Annagh Head, and it is believed 50 lives were lost. Eighteen bodies have already been recovered.

THE BLACK DEATH.

Hong Kong, June 14.—Seventeen hundred Chinese have died of the plague since May 4. The European population up to the present time has not been attacked.

A BIG FISH.

Alexander Thomas, one of the fishermen for the North Shore Packing Co., caught a salmon Wednesday which was bigger than his boat pulled. It weighed 75 pounds, and measured 55 inches in length, with a circumference of 34 inches. It is an actual fact that the boat puller, Mr. Thomas' boy, does not weigh that much nor measure so much in height. Who can beat this record?

JUDGE BROWNE COMING.

Mayor Kinney has received a telegram from John C. Sheehan, dated June 14, stating that "Judge Browne is on his way to Oregon."

Mayor Kinney immediately set the wires to work and located Mr. Browne in the vicinity of The Dalles and he is expected in Astoria Sunday or Monday next.

HISTORICAL SOCIETY.

Every year about 200 members of the Oregon Pioneer Association meet together and talk those "good old days" over again. This year they meet in Portland on the 15th of this month, and J. B. Wyatt, of this city, and E. Pease, of Skippanon, will be among them.

TWENTY PER CENT OFF.

In a conversation with Mr. Kendall, manager of the Pacific Can Co., he estimated that the demand upon the works for cans by the Columbia river salmon packers will fall off about 20 per cent this season by reason of the short catch, due to the floods.

ALDERBROOK SCHOOL.

The closing exercises of the Alderbrook school will be this (Friday) morning, beginning at 10 o'clock. A basket picnic will follow the literary program, and the afternoon spent in games and social amusements.

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

# Royal Baking Powder

ABSOLUTELY PURE