

The Daily Astorian

EXCLUSIVE TELEGRAPHIC PRESS REPORT.

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ASTORIA, OREGON, FRIDAY MORNING, JUNE 22, 1894.

PRICE, FIVE CENTS.

SAVE MENDING.



Your wife will have precious little of it to do if you buy your clothes of us. Every article that leaves us is made by the best workmen money can buy and experience select; consequently, they wear and hold together, and look well as long as a vestige remains. Isn't that the right sort of economy when buying **Mens' and Boys' Clothing, Hats, Caps, Boots and Shoes, Trunks, Valises, etc., etc?**

Single coats, vests, or pants can be had of us; also long or knee pants or single coats for boys.

The **OSGOOD MERCHANTILE Co.**

The One Price Clothiers, Hatters and Furnishers
506 and 508 COMMERCIAL STREET, ASTORIA, OR.

WON ON MERIT.

LAY THOSE TWO FISHING OUTRIGGERS 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 north 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 & Co.	Astoria.	Astoria Pk & Co. Kinney's, John A. Devlin.	M. J. Kinney.	Astoria.
Booth A. Pk & Co.	Astoria.	Black Diamond, Oval.	A. Booth & Sons.	Chicago.
Columbia River Pkg Co.	Astoria.	Cocktail.	Cutting Pkg Co.	San Francisco.
Elmore Samuel.	Astoria.	Magnolia, White Star.	Elmore, Sanborn & Co.	Astoria.
George & Barker.	Astoria.	Esquire Palm, Dealemons.	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 Wn.
Fisher, Men's Pkg Co.	Astoria.	Fishermen's, Scandinavian, Fishermen's.	Fishermen's Pkg Co.	Astoria.

THE RIVER STATIONARY

Desire for Better Sanitation Becoming Greater.

FEARS OF A BIG FEVER

Condition of Some Third Street Houses With Figures of Losses Given by Owners.

Special Correspondence of The Astorian. Portland, Or., 20th June, 1894.—The river has been just about stationary all day, and Weather Observer Page's prediction that the water would be off Front street surfaces by this evening has failed to materialize. The ragged edge of the Willamette still hangs around the centre of First with great persistency, while the floods in all the uptown cellars are diminished to scarcely an appreciable extent. The pumps, though there are many of them at work, can of course make only slow progress, and in the larger buildings it takes from 45 to 55 hours to clear the basements.

Notwithstanding the optimistic predictions of Dr. Wheeler, the city physician, of smallpox fame, there is a general sentiment in the community that Portland, with the approach of warm weather that is now very nearly due, will soon become a breeding ground for the dissemination of various epidemic diseases, and it is indeed hard, after making a careful survey of the northern end of the city, to agree with that gentleman's deductions that no danger is to be feared. Three medical men in their opinion about one phase of this subject. It is that the accumulations of filth which have been gathered in the cellars of hundreds of old buildings for 15 or 20 years will, under the influence of heat, be many times more menacing to the public safety than the more recently deposited garbage. The poisonous gases that will be generated from the former will far outlive in their effects those of any other kind of filth. Let the readers of The Astorian imagine an area of ten blocks by about eight (we will leave out all that part of the flooded district lying up town) filled with structures that have been the home of Chinamen, the poorest classes of white people, and the lowest forms of humanity generally, for the past 20 years, and let them realize, if they can, the result of a sudden and powerful stirring up of these places by the entrance of a large body of water, that disseminates everything over the sidewalks, leaving it to rot and to fester in the warm noonday sun.

THE U. P. CAR SHOPS.

Lower Albina, in everything except the amount of loss sustained, rivals Portland in the havoc caused by the flood. Hundreds of shacks stand jumbled together in great confusion, and all the sidewalks attacked by the water have been lifted bodily and gone visiting several blocks away from the original location. In the vicinity of the ferry landing, the hundreds of logs and big piles of driftwood that are raised many feet out of the water, and so tangled up (like huge jackstraws) that it is the hardest thing in the world for men out in search of lumber to wrench anything away from the compact and tightly interlaced mass. But it is in the building and completely fitted up Union Pacific car shops that the flood has done its most dismal work, and every building in the big premises shows the same scene of disaster. The machine shop, car building shop, blacksmith's shop, molding shop and roundhouse have all been four feet under water, with machinery of all descriptions, hundreds of odd wheels, and ties, several locomotives, and thousands of smaller pieces of mechanism almost completely submerged. Six cars were in the paint shop being given the last touches by the painters, who had transformed them from plain wood concerns into dainty and beautiful works of art. The water came up and fell again in ten days, leaving behind it a peculiar mixture of fantastic dancing and ruin. Elegant scroll work, just completed on the sides of the cars in brilliant colors, has run all over the borders in every kind of fantastic shape. The lined engravings and mountain views on the roof of the interiors are all washed together, making the ceiling of each car look like a painter's palette, with the colors jumbled up in confusion impossible to describe. All the belting in the shops has been cut down, and it will take months to repair the damage that has been effected in the pits under the rails, where are erected several very large and costly machines of different patterns and capacity. The connections on several of the locomotives are twisted and smashed, while all over the engines themselves lie coats of rust many inches thick in parts, and crusted like a hard shell on all the boilers. The four new pilot wheels for the locomotive on the Seashore railroad were just

about to be shipped when the flood came, damaging them to a considerable extent and delaying the transfer for several weeks. Planks have been lifted bodily from the floors of all the shops. Locomotive No. 1267, that was used on the Seashore road last year, is standing several feet deep in the water. Hundreds of cog wheels, both attached and separate, lie round thick with red rust, and every chest of tools that was caught by the water has been ruined. Already a very large force of men has been set to work to clear up the debris and to thoroughly renovate and clean the cars, locomotives and machinery that have been so badly demolished. It is impossible yet to figure up anything like a correct estimate of the actual loss entailed in these buildings, but when the cost of additional labor is added, it will be very large indeed.

THIRD STREET.

Miles of streets inundated..... 2-1-4
Number establishments flooded..... 289
Estimated damage..... \$198,000

Third street, the "Grand Canal," as it was facetiously termed during the highest point of the flood, can boast of more handsome buildings than any thoroughfare in the city, and the list includes the Dekum, Worcester block, chamber of commerce, new Grand Central hotel and Eggert's block—five of the most imposing structures in Portland. Being fitted up in keeping with their outside appearance, these places were specially noteworthy during the water's highest stages, revealing scenes of destruction that will long linger in the minds of thousands of people.

We will start on our tour of inspection of Third street from Gilsan, in which locality all the sidewalks are on the jump, seading water up at every step we take, and plunging about like chimney jiggers in a storm. Here are several small stores completely washed away, without a vestige of any contents left. The big Washington hotel, on the corner of Flanders, is damaged to the extent of \$1,000, and the proprietor tells me that this is a conservative estimate. Then, in their order, come the following places, sandwiched between which are small stores of every description, that have suffered more or less damage.

New Grand Central hotel, ground floor with one of finest corridors in the city, a complete wreck. Proprietor, W. H. Edwards, estimates the loss at \$2,500.

Toledo lodging house, complete wreck. All furniture thrown out on sidewalks, where it is now rotting in heaps. Loss, \$1,250. Mosberg's Theatre Comique. Seven hundred chairs and considerable stage furniture destroyed. Loss, \$900. International hotel and billiard parlors, badly damaged. Loss, \$2,800. Merchants' hotel; loss, \$1,500. Cosmopolitan lodging house, contains on ground floor two drug stores, one clothing store, two fruit stores, one jeweler's and one hardware store. Total loss, \$5,200. Pacific Theatre building is practically demolished. Brunswick pool room, \$1,200; Neptune house, \$650; T. T. Murphy, saloon, \$800; Cosmopolitan Club hotel, \$1,250; F. Hafehr, wholesale liquor, \$900; Golden Gate saloon, \$600; Douglas hotel, \$450; Worcester block, estimated damage to cellars and corridors of building and following stores on its ground floor: Chas. Kohn & Co., Webb Safe and Lock Co., Pfunder's pharmacy, \$4,100. Hardman stores, very badly demolished; thousands of articles not unpacked since flood subsided, so it is impossible to get a correct computation. As far as is known the loss is \$4,250. Ainsworth National bank building (before described), \$1,600; S. A. Arnt & Co. (cigars), P. C. Brigham & Co. (dry goods) and N. P. Express Co., \$1,650. Sherlock building and ground floor occupants (two clothing stores), \$1,800. Chamber of commerce building, including all offices previously mentioned, cost of removing, and final job of breaking the seal. Loss (estimated), \$5,000.

In addition to the above enumerated stores there are over 150, all more or less destroyed, both inside and out. There was a rumor late tonight that the water had again begun to rise, but it proved to be untrue. A good many people believe that if any serious damage has been done to the foundations of old buildings the effect will be felt when the river subsides a little more, and when the water inside the lower walls of such structures has had time to thoroughly drain itself off, leaving the walls and foundations of the buildings supposed to be in a precarious condition without any ulterior support; at all.

Hundreds of boats of all shapes and sizes are stranded in the culverts all over the lately submerged district, and several of these little craft have been smashed to pieces by the wheels of heavy wagons that have passed over them from time to time since locomotion with horses became possible. The price of these "high water boats" is going down every day, and a fairly useful and well built punt can now be purchased for \$250. Their owners are principally laboring men, who, as soon as the waters rose to an extreme height, went down to Penney's mill and exchanged free silver for lumber owned

(Continued on Third Page.)

HILL ON INCOME TAX

He Will Not Follow a Spurious Democracy.

A BATCH OF NOMINATIONS

Proposed Advance in Freight Rates.—A. O. U. W. Grand Lodge at Portland.

Associated Press.

Washington, June 21.—There was a fairly good attendance in the galleries in anticipation of the opening of the income tax debate when Vice President Stevenson called the senate to order today. Bills were passed as follows:

To authorize a commission to draft a code of laws for the district of Alaska; to promote efficiency in the navy and to define the boundaries of the three judicial districts in Alaska and to regulate the jurisdiction of the United States court therein. As soon as the clerk read the first section of the income tax provisions of the tariff bill, Hill, who assumed the leadership of the opposition to those provisions, delivered a carefully prepared argument.

He contended that it would have been good politics to have avoided this unnecessary issue. The most disastrous defeat ever experienced by the Democratic party in Oregon was the result of the effort to substitute new-fangled Populist principles for the good old principles of true Democracy. If this is the best leadership we can present in this great crisis," said he, "I, for one, must decline to follow it. I repudiate the spurious Democracy of the modern apostles and prophets of the party, who are part Mugwumps and part Populists."

The imposition of the income tax, Hill said, would drive New York, New Jersey and Connecticut into the Republican column, there to remain.

At 3:40 the senate began voting on the first amendment to the income tax, fixing the date when it shall cease. The date was fixed as proposed in the amendments, retaining the income tax until January 1, 1900, by a vote of 39 to 21. Teller, Dubois and Mitchell, of Oregon, Republicans, voting with the Democrats.

A BATCH OF NOMINATIONS.

Washington, June 21.—The president today sent the following nominations to the senate: Patrick P. Walsh, pension agent at San Francisco; Perry Bartholomew, Missouri, consul at Mayence, Germany. Postmasters—S. T. Owings, Moscow, Idaho; Thomas J. Craig, Eugene, Or.; B. F. Bonham, Salem, Or.; James R. Crossen, The Dalles; Stephen R. Green, Oregon City.

HIGHER FREIGHT RATES.

Kansas City, June 21.—It has just leaked out here that westbound merchandise rates from Chicago westward are to be advanced all along the line July 1.

THE ORDER OF WORKMEN.

The Portland Temple at Portland Dedicated and Officers Elected.

Portland, June 21.—The supreme grand lodge, A. O. U. W., this afternoon formally dedicated Workmen's Temple, in this city, and the grand lodge elected the following officers: Grand Master Workman, W. W. Brannon, of Pendleton; Grand oroman, H. D. Ramsted, of Portland; Grand Overseer, Wm. Colvig, of Jacksonville; Grand Recorder, Newton Clark, Hood River; Grand Receiver, R. L. Durham, Portland; Grand Trustee, Wm. Armstrong, Salem. Supreme Representatives, J. J. Daley, Dallas; T. C. Mackay, and D. Solis Cohen, Portland.

GLADSTONE'S SUCCESSOR.

Edinburgh, June 21.—The Liberals of Midlothian have selected Sir Thomas David Gibson-Carmichael, Bart., as their candidate for the seat in parliament which Gladstone has held since April, 1889.

NAT BLUM A WITNESS.

Portland, Or., June 21.—Nat Blum, of smuggling fame, returned from the national capitol today to testify in the coming smuggling trials in behalf of the government.

THE FORT CANBY MATCH.

The Steamer Dwyer Engaged and a Large Party Expected.

The steamer E. L. Dwyer will leave for Fort Canby on Saturday at 4 p. m., and will return to this city about 9, same evening. The Football club had to secure a larger steamer than the Iris, as so many of their friends wished to go and see our boys and the soldiers play together, and they will also have a chance to see the fort. The tickets for the round trip being 60 cents, to be had from the secretary. Only 50 tickets will be sold, so those who are fortunate enough to secure tickets will have an enjoyable outing.

WILL CELEBRATE.

Good Committees Selected and a Fine Time Assured.

A meeting of citizens was held last evening, pursuant to call, to make arrangements to celebrate the Fourth of July.

It was decided to have a parade of school children, civic societies and the fire department in the forenoon, with an oration, and the afternoon to be devoted to such sports as the committee may devise.

The following committees were appointed:

- Finance—H. A. Smith, R. A. Gibson and Alfred Tee.
- Amusements—Frank Gunn, W. E. Talant and Edward Hallock.
- Parade—C. H. Stockton, Alex. Campbell and E. C. Foster.
- Music—J. G. Stuts, Prof. Schwabe and A. W. Utzinger.
- Reception—C. J. Curtis, John H. Smith and S. Elmore.
- Hon. T. J. Taylor was selected as orator and Frank Bewley as reader.

THE MARRIED VS. SINGLE.

The football match to be played this evening between the married and single men will be represented by the following respective teams:

Married Men—Forwards, Duncan Stewart, W. Ridehaigh, J. Meacham, W. Robb and W. Trullinger; half-backs, R. N. Wright, J. Rathom and P. Grant; full-backs, A. Bartholomew and J. Finlayson (captain); goal keeper, Fred. Newell.

Single Men—Forwards, C. R. Higgins, R. Gibson, J. Johnson, C. Heilborn and E. Hanson; half-backs, C. T. Crosby, W. Tallant (captain) and Arthur Young; full-backs, George Smith and D. McLean; goal keeper, Fred. Newell. Motor will leave at 6:30 and 7 p. m. No admission fee will be charged.

"EXCLUSIVE" FOR "INCLUSIVE."

Officials of the navy department have found a curious typographical error in the Behring sea law recently passed by congress, and are now wondering what its effect may be. It is feared that it may invalidate the whole law. The award of the Paris tribunal prohibited the capture of seals at all times within a zone of 60 miles around the Pribyloff islands, "inclusive" of the territorial waters. The bill, as introduced by Mr. Morgan, chairman of the senate committee on foreign relations, contained the correct phraseology, but when it was printed the types made the word "exclusive," and the bill was so passed. What the legal effect of the error may be still remains to be seen, but some people think that the senate will have to reconsider its work and pass the bill again formally before it will be properly operative. There is a good deal of red tape about legal matters.

PERSONAL.

Clark Carnahan, of Clatsop, was in the city Wednesday.

N. Nelson, a well known rancher on the Lewis and Clarke, is in town.

M. B. Bozorth and wife are taking an outing, and will spend a week or so at Woodland, Or.

D. B. Gray, of Portland, who was years ago pastor of the Congregational church here, is in the city. Messrs. McDermott and Edwards, government inspectors, came up on the Elmore yesterday from Tillamook, where they have been inspecting the steamers Gardfield and Louise.

ST. JOHN'S DAY OBSERVANCE.

Temple lodge, No. 7, will celebrate St. John's Day with appropriate ceremonies at Grace Episcopal church Saturday evening. Rev. W. S. Short will conduct the services and deliver the address, and some very fine music will be rendered by the church choir.

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

Royal Baking Powder

ABSOLUTELY PURE