

# The Daily Morning Astorian.

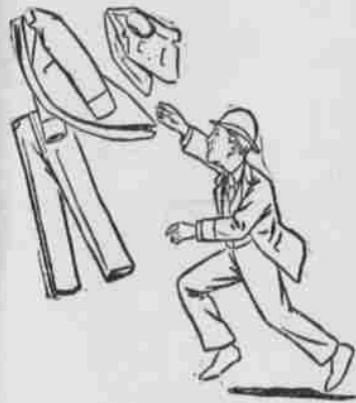
EXCLUSIVE TELEGRAPHIC PRESS REPORT.

VOL. XLII, NO. 153.

ASTORIA, OREGON, SUNDAY MORNING, JULY 1, 1894.

PRICE, FIVE CENTS.

## Not Phantom, but Reality.



Don't chase the will-o'-the-wisp "bargains" and "cheap sales." The best is always worth a fair price. It is first-class goods that we sell in **Mens' and Boys' Clothing, Furnishing Goods, Hats, Caps, Boots and Shoes, Trunks, Valises,** and everything in wearing apparel for men or boys from

three years upwards, at prices not to be undersold. At our store a child buys as cheaply as the most experienced buyer.

The **OSGOOD MERCANTILE Co.**

The One Price Clothiers, Hatters and Furnishers

505 and 508 COMMERCIAL STREET, ASTORIA, OR.

ITS time to think of Fire Works and other things to celebrate 4th of July with. We've been thinking them out for weeks. We've got everything that's just right for you too. Right in variety and right in price. We ought, in justice to ourselves, to charge more for them than we do but we won't. We've always lead on Fourth of July goods and we do still.

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 Samuel	Astoria	Magnolia White Star	Elmore, Sanborn & Co.	Astoria
George & Barker	Astoria	Holzer Palm Deadmona	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 Wa
Fisher's Pkg Co.	Astoria	Fishermen's Scandinavian Fishermen's	Fishermen's Pkg Co.	Astoria

## THE TRAINS TIED TIGHT

With No Prospect of Soon Getting Loose.

### AN ALARMING SITUATION

#### Mails Shut Off and Business Interfered With—Chicago Provisions Going Up.

Associated Press. Chicago, June 30.—The General Managers' Association today issued the following statement regarding the strike: "This strike embarrasses the freight traffic of the West to the most serious extent of any strike since the labor troubles in '77 and '78. The companies have no idea of entering into a compromise with the strikers on any basis whatever. The railroad companies feel to see the justice of the position taken by the American Railway Union of fighting Pullman over the heads of the railroad companies who have no control over Pullman's movements and his business. The strikers are considered as men who have resigned their positions, and who are not anxious to work. Any men who desire employment under the railroad companies centering in Chicago and are competent will be furnished positions and will be afforded all the protection that lies in the power of the companies, the police of the city of Chicago, the sheriff of Cook county and the state militia. Men are now being hired in the East, and are being brought to Chicago to take the places of the men who will not work. It is charged by the American Railway Union that the General Managers' Association is importing men from Canada. This statement is absolutely false. The railroad companies do not propose to employ any men to take the places of the men now on strike unless such men are American citizens." At a meeting of the American Railway Union and the American Federation of Labor with the Brotherhood of Engineers and Firemen, conductors, trainmen and telegraphers were asked to give their assistance. Attorney-General Olney was condemned for his action in reference to the hauling of trains carrying mails as beyond the province of his office. United States Marshal Arnold has received the following reply this afternoon from Attorney-General Olney to his telegram in the morning: "You are authorized to employ sufficient deputies to prevent the obstruction of mails, and to arrest all persons who may attempt such obstruction." President Debs has issued orders to tie up the Chicago and Calumet terminal road at 6 o'clock today. Vice-President Howard, of the American Railway Union, today issued an order tying up the Milwaukee and St. Paul road in all branches at 6 o'clock this evening. An order was also issued to tie up the Big Four at Cairo this afternoon. President Egan, of the Railway Managers' Association, called on United States Marshal Arnold today for twenty deputies to protect the mail trains. District Attorney Milchrist has telegraphed Attorney-General Olney for instructions. The Post summarizes the strike as follows: "Violence has become a feature of the American Railway Union strike on most all the roads centering in Chicago. President Debs, from headquarters, talks peace, while his men are derailing trains, smashing windows, and stoning trainmen and passengers. The result is that there is a more complete tie-up than at any time since the strike began. It is no longer a matter of handling trains, but of observing the peace and the sheriff and United States marshal both admit that the situation is critical, and both claim to be doing all in their power to maintain order."

Chicago, June 29.—There is a general rise in all perishable goods, owing to the strike. Lemons, which ordinarily sell for \$2.50 a box, were quoted today at \$10 a box, while thousands of boxes are rotting between New Orleans and Chicago. Ice, which ordinarily is \$6.25 a ton, has risen to \$10 a ton, and is scarce at that. Strawberries, melons, and all kinds of garden produce, have advanced in like fashion. Hotels find themselves in a peculiarly unfortunate position. Travel has very generally been cut off, and the price of articles of food is generally increased.

Chicago, June 30.—The tie-up on the Rock Island road is almost complete at the Chicago end today. The switchmen, switch tenders, and tower tenders went out almost to a man. The Illinois Central suburban service is completely tied up. The engineers and firemen have refused to take out engines.

Chicago, June 30.—The engineers and switchmen of the St. Paul road have struck. Twenty-five engines and trains

are banked up between the Union depot and Western Avenue. Not a wheel is turning within the city.

Indianapolis, June 30.—F. P. Sargent, general master of the Brotherhood of Locomotive Firemen, who arrived today, said: "The firemen will not join the strikers. The laws of our order prohibit us as an organization from taking any part in this struggle against the Pullman Company by the American Railway Union, and we shall not be drawn into it." Mr. Sargent says: "Five freight trains were tied up this afternoon by the men at Hammond, who held the mail train men on the road. The United States marshal was instructed to arrest them at once."

Denver, June 30.—The railroad strike is spreading rapidly in Colorado. The Colorado Midland branch of the Santa Fe and the Gulf road are completely tied up tonight, and the Denver and Rio Grande is seriously crippled. The receiver of the Gulf Road has sent notice that the road will receive no perishable freight. On application of the receiver, Judge Hallet issued a restraining order, and United States Marshal Israel sent 200 deputies to Trinidad to serve and enforce the order.

St. Louis, June 30.—It is stated semi-authoritatively that the general superintendent of the Burlington system at Chicago has informed the American Railway Union leaders that if the Pullman Car Company does not consent to arbitrate within twenty-four hours, his road will cease hauling Pullman cars. It is understood the Mobile and Ohio yielded to the pressure and will resume service without Pullmans.

Tacoma, June 30.—Only one or two local trains have run today, with no Pullmans. The strikers seem determined, although the firemen, conductors and engineers are still ready to take trains out. The railroad officials and Marshal Drake are preparing to act. The latter has sworn in fifty deputies and probably an attempt will be made to start trains to Portland and Seattle this evening.

Spokane, June 30.—The mail trains on the Northern Pacific will move tomorrow provided men can be obtained to man them. United States officers have received orders to use armed force if necessary. All the Union Pacific employees here are out. No trains are running.

San Francisco, June 30.—This afternoon the Southern Pacific dispatched the New Orleans express under guard of the United States marshal and ten deputies. No resistance was offered by the strikers. The train consisted of one passenger coach, six mail cars, and a Pullman.

Sacramento, June 30.—There is no change in the strike situation here. An attempt was made this morning to prevent the river steamer Modoc from sailing for San Francisco, but the ropes were cast off by the deck hands and the steamer was greeted with the curses of the strikers as she passed down the river.

San Francisco, June 30.—It is reported here that General Manager Towne, of the Southern Pacific, has telegraphed Governor Markham demanding that a detachment of the state militia be ordered to Oakland to preserve the peace.

Cairo, Ill., June 30.—The differences with the Big Four and the Mobile and Ohio have been adjusted by the American Railway Union, and trains on those roads will not be interfered with.

Portland, June 30.—The railroad situations unchanged today. The Southern Pacific and Northern Pacific are still operating local trains, but no through trains.

Tacoma, June 30.—No trains are moving on the Northern Pacific in this state. Deputy marshals are being sworn in and an attempt will be made tonight to run trains as usual.

San Francisco, June 30.—The strike situation on the Southern Pacific system presents no new features today, and the company is doing absolutely no business.

Mammoth, Ind., June 30.—There is considerable suffering among the passengers held here. No water is on the trains, nor can any be found near by.

St. Paul, June 30.—The Fergus Falls division of the Northern Pacific went out this afternoon.

### HAWAIIAN NEWS.

Dole to be Continued as the Republic's President.

Honolulu, June 25.—The constitutional convention has made a number of changes in the constitution as proposed by the executive council. One of the most important changes is that the property qualification of senators is reduced from \$1,000 to \$1,500, and the income qualification from \$500 to \$600. It has been decided to deprecate the provisional president, S. B. Dole, president of the new republic without the formality of a vote. The constitution will probably be adopted July 4.

## A DISASTROUS FIRE.

Kinney's Cannery With its Contents Totally Destroyed.

### THE MANZANITA SCORCHED

#### Loss About \$70,000, One-Half Insured—Several Very Narrow Escapes.

Astoria was visited by one of the most costly fires in her history at an early hour yesterday morning. The mammoth packing establishment of the Astoria Packing Company was burned to the ground, and three of its employees narrowly escaped death in the flames.

The fire was discovered about 4 o'clock by Quartermaster Hanson, of the steamer Manzanita, who was on watch at the time. He saw a dense volume of smoke coming over the stern of the vessel as she lay at her dock beside the cannery. He at first thought it was from an incoming steamer, but as there was no vessel in sight he ran up on deck and discovered that the smoke came from the east end of the cannery. He at once awakened First Officer Wilson and then rang the fire alarm bell of the steamer. This was the first intimation the workmen about the cannery had of the fire, the watchman being at the other end of the building splitting kindlings preparatory to making a fire under the boiler. Captain Bell, who occupies the rooms over the office as a family residence, was awakened by the Manzanita's bell and had only time to put on his trousers before he was driven to the window and compelled to jump to the ground. Fortunately, the captain's family, consisting of two daughters and a son, were visiting or they would surely have been suffocated by the dense smoke. All of Captain Bell's household goods, including a new \$600 piano, and a number of valuable papers, were destroyed. F. M. Bewley, who was also sleeping in the second story of the building, was compelled to jump to the ground, leaving behind his clothing, a gold watch, and a fine collection of documents and curiosities, commenced by him in 1847, and which he regarded as the most valuable part of all his possessions.

Gus Smith, a nephew of Mr. Kinney, was also occupying a sleeping room in the building, and was nearly smothered by the smoke of the burning labels and lacquer varnish. He says that he looked through the partition window of his room and saw fire in the packing room. He attempted to go out to where the fire was, but the smoke drove him back and out of the building. Mr. Smith thinks the fire originated at the first tank in the lacquer room.

Captain Gregory, of the Manzanita, was sleeping on shore, and after the crew had been aroused by the quartermaster's alarm and reached their respective stations, First Officer Wilson took advantage of the ebb tide, and by prompt action and hard work had the steamer cut adrift and away from the perilous position, but not before she was well blistered by the heat. Captain Gregory heard the tap of the bell at his home and immediately started for his vessel. When he arrived the ship was drifting down the river. He was rowed out to her, and took charge at once. He complimented First Officer Wilson and the crew highly on their prompt action and discipline. It was undoubtedly a close call for the trim little steamer, and her many friends and admirers are delighted at her escapes with so little damage.

Most of the books and papers in the counting room of the cannery were saved, and as Mr. Kinney has two other idle canneries in Uppertown, there will be no stoppage in his business. He expects to go on as though there had been no such thing as a fire like that of yesterday. The loss is estimated at about \$70,000, and is covered by insurance to the amount of \$50,000.

### NOTES.

Tom Foster, in fighting the fire, cut his foot badly on a piece of tin.

The Columbine was willing, but the wind would not allow her to get near the fire.

Eight thousand cases is the estimated amount of salmon in the building at the time of the fire.

There was only \$2,500 insurance held

by our local agents. The balance was placed in San Francisco.

Frank Green, foreman of the Hook and Ladder company, had his head and face blistered.

A large crowd was soon on hand, and, as usual, was much in the way of the fire fighters.

Deputy United States Marshal Stuart had his hand badly burned while helping to get out the books.

Geo. Kaboth, one of the cannery's fishermen, lost two seines valued at \$700. He intended to take them out yesterday to go on the seining grounds.

The fire department performed splendid service, and in spite of the fact that at least twenty minutes was lost on account of the lack of water in the city mains, the machinery and boilers in the west end of the building were saved with slight damage.

### THE CHINESE CASES.

Argued and Submitted and the Jury Still Out.

Portland, June 30.—The trial of ex-Collector of Customs James Lotan, E. P. Thompson and Seld Back for conspiracy to illegally land Chinese into this country, closed tonight. After Judge Bollinger's charge of one hour, the jury retired and at 1 o'clock no agreement had been reached. The opinion prevails that the jury will disagree again.

### AN UNGALLANT CONTESTANT.

Union, Or., June 30.—J. L. Carter, the Republican candidate for school superintendent of Union county, who was defeated by Miss Nellie Stevens, Populist, begun suit today contesting the election on the grounds that a woman can not hold office. A re-count is also prayed for.

### REV. ROBERT LIDDELL.

A Synopsis of the Sermon to be Delivered Today.

The Rev. Robert Liddell arrived in our city yesterday, and will today assume his work as pastor of the First Presbyterian church, having been duly elected to that position by the unanimous vote of all the members of that church and congregation present at a meeting held on the 13th inst., and specially called to take action on the subject of filling their vacant pulpit.

The subject of his opening sermon will be "Christian Service," from the 33 chapter of Joshua, 5th verse; "And Joshua said unto the people, sanctify yourselves; for tomorrow the Lord will do wonders among you."

"God's Loving Kindness," will be the theme of his discourse in the evening, and the text, "For the mountains shall depart, and the hills be removed; but my kindness shall not depart from thee, neither shall the covenant of my peace be removed, saith the Lord that hath mercy on thee."

A cordial invitation is extended to the public at large to attend these services.

### AN AMERICAN SHIP.

In relating a trip he recently made down the Thames to witness the Worcester and Conway boat race, a correspondent of the Liverpool Journal of Commerce says: "Going down we passed an American ship moored in the river, the City of Philadelphia, one of the very few full-rigged sailing ships at the present time belonging to the city after which she is named. Her bright yards and masts, her tapering spars with sky-sail yard lofts, her trim hull and neat rig throughout, evoked the enthusiastic admiration of every seafarer on board. Once upon a time the docks of Liverpool were filled with such splendid models, but since the marine engineer has become all-powerful the American merchant ship has almost utterly disappeared from the long-voyage trades. Four-masted schooners hold their own along the American coast solely in consequence of protection, and there are vessels of that rig afloat today of a size scarcely credible. The five-masted schooner Governor Ames, now in our docks, is an excellent example of the perfection to which this rig can be brought, and all who are able should visit her."

### NEW CORPORATIONS.

Articles of incorporation were filed in the office of the secretary of state today by the First Spiritualist Association, with a capital stock of \$100. The institution is to locate at Astoria, Oregon. Lipman, Wolfe & Co., of Portland, also incorporated today with a capital stock of \$50,000 divided into 3,000 shares at \$100 each. Gal. Simpson, Adolph Tooth and Morris Stemles were the incorporators. The object is to do a general dry goods business.—Salem Statesman.

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

# Royal Baking Powder

ABSOLUTELY PURE