

The Daily Morning Astorian

EXCLUSIVE TELEGRAPHIC PRESS REPORT.

VOL. XLII, NO. 156.

ASTORIA, OREGON, FRIDAY MORNING, JULY 6, 1894.

PRICE, FIVE CENTS.



WHO?

Who puffs himself up to the skies,
And by his method daily tries
With legal dust to fill up your eyes,
Of all, whom do you most despise?
The fakir.

Who wrestles with a court's expense,
And thinks the public has no sense,
And deals in shams and rank pretense,
And "in his mind" is most immense?
The fakir.

Who "makes you tired" with receivers' sales,
And fills your ears with fairy tales;
Who, full of wind has filled his sails,
And to disgust you never fails?
The fakir.

Who has an auctioneer to pay,
Yet cries "Low Prices!" every day,
Who makes you pay for his display;
From whom is it well to keep away?
The fakir.

If you want new and reliable goods
That have not lain on the shelves for
years in a warm climate exposed to
dust, moths, and corruption, buy your
Clothing, Furnishing Goods, Hats, Caps,
Boots, Shoes, Trunks, Valises, etc., at

The OSGOOD MERCANTILE Co.

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



A full line of Work and Waste
BASKETS.

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 Pk & Co.	Astoria	Cocktail	Cutting Pk Co.	San Francisco
Elmore Samuel	Astoria	Nepolia White Star	Elmore, Sanborn & Co.	Astoria
George & Barker	Astoria	Edwards 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 Wn
Fisher's Pk & Co.	Astoria	Fishermen's Scandinavian Fishermen's	Fishermen's Pkg Co.	Astoria

THE SITUATION WORSE

Federal Troops at Chicago Have a Good Effect.

ALTGELT WANTS THEM REMOVED

Rioting at Spokane and the Tie-up Complete at Sacramento and San Francisco.

Associated Press.

Chicago, July 5.—Ninety men of the Fifteenth Regiment dispersed three thousand men who were blockading the passage of a meat train near the main entrance of the stock yards this morning. The soldiers met no resistance, and the strikers and their sympathizers fled without reforming. Deputy United States Marshals Pick and McCann at Grand Crossing, saw a striker approaching a switch on the Illinois Central tracks. As he would not halt they fired at him, and the shot took effect in his leg. A city policeman placed the marshals under arrest. A conflict of authority is likely to ensue, as Grand Crossing is within the city limits. General Miles said this forenoon that he considered the strike situation more favorable than he anticipated. Soldiers from Leavenworth arrive this afternoon.

Gen. Miles said at noon today: "With the troops now on the way and the forces already in Chicago, they will number one thousand men. If that is not enough the government will furnish more." General Miles, when informed of the charge of the mob at the Stock Yards, remarked, significantly, "Somebody will get hurt down there."

At noon it was announced at the General Managers' Association headquarters that information had been received of an order issued by General Master Workman Sovereign for a strike of all Knights of Labor between Omaha and the Pacific Coast. The strike ordered, it is stated, includes employes in all lines of business, not merely those working for railroads. Information is also received of rioting in the southern part of the city. A mob stoned a passing train. At 4th street, in the Rock Island yards, a large crowd became demonstrative, and a heavy detail of police were sent there.

The strikers are overturning cars at all points not protected by soldiers.

Chicago, July 5.—Mayor Hopkins, in a proclamation says the events of the last twenty-four hours render it necessary that extraordinary measures be taken to preserve the public peace and order. The police force is directed to disperse every assemblage of persons in the public streets and on or near the railway tracks, and to arrest all persons who refuse to disperse on command. The mayor intends to enforce every law of the state and ordinance of the city, and he confidently relies upon the people of Chicago to aid him in their efforts in that behalf.

The mayor has instructed the chief of police to suspend all the officers who were in the Lake Shore and Michigan Southern yards today and did not interfere with the strikers who overturned cars by the score.

Sacramento, July 5.—The militia were ordered to disperse a mob of strikers and their sympathizers who had possession of the depot yesterday. They refused, and laid down their arms. The city is quiet this morning. The strikers are still in full possession of the depot and yards, and no preparation has been made to dislodge them. The strikers' train from Dunsmuir bearing 200 armed American Railway Union men, and another strikers' train from Truckee have arrived here. The armed strikers so far have shown no disposition to provoke trouble. General Dimond is thoroughly disgusted over the events of yesterday, and returned to San Francisco this morning. General Sheehan is now in command of the militia.

This morning all the members of the local militia who participated in yesterday's farce were deprived of their arms and uniforms by order of General Sheehan. The Stockton companies have been ordered home in disgrace.

San Francisco, July 5.—The seventh day of the great railroad strike closes with a blockade more complete in Northern California than it has been at any time since Debs ordered the American Railway Union to tie-up the Southern Pacific. At Sacramento and Oakland the embargo enforced by the strikers is absolute, not a wheel being allowed to turn, and at not another point in the state is the Southern Pacific doing any business. Sacramento continues to be a center of interest. It was feared there would be a serious outbreak there today, and a conflict that seems to be unavoidable, has been delayed, however, for at least another day. Early this morning the strikers were re-enforced by 150 men from Truckee and 100 from Dunsmuir, all armed. No attempt to

bring out the militia was made, and tonight determined men of the American Railway Union are still in the possession of the Sacramento depot. It is not thought the railroad company will attempt to move trains until the United States troops arrive at Sacramento, as the sympathy of the militia is with the strikers.

San Francisco, July 5.—Coastwise and even the eastern mail is now coming into and going out of San Francisco on ocean steamers. The postal authorities no longer hope for the speedy resumption of railroad traffic. The steamer Walla Walla sailed for Puget Sound this morning with tons of general mail for Washington, Idaho, British Columbia, and the letter mail for the East. Letter pouches will go east over the Great Northern. The Oregon mail was taken to Portland on the steamer Truckee. The mails also arrived by steamer from the North and South. There is talk of sending the incoming Australian steamer Monowai to Puget Sound there to discharge her Eastern freight and mails. Coastwise steamers are unable to meet the demand for passenger transportation.

Cherone, July 5.—The Union Pacific sent a train west from here this afternoon consisting of a mail car, a day coach and four Pullmans. To a telegram from the local union to Senator Carey asking him to support the Kyle resolution in the senate the following answer was received:

"I shall not support the Kyle resolution. Should I support it, you, on reflection, would condemn my action, and I should lose my self respect. Your order does not advocate anarchy, nor do I. Labor's enemy in times of trouble is the professed friendship of demagogues."

Spokane, July 5.—The Northern Pacific passenger train arrived here at 4 this afternoon under armed guards of deputy marshals. A crowd of 500 strikers and sympathizers gathered at the depot, but no violence was shown. Tonight the crowd increased to 1,000, and is now rioting; has ditched three engines and wounded three deputies by throwing stones. Ex-Police Captain Martin was severely wounded by a cut of the scalp. The mob is growing more violent.

Stock Yards, Chicago, July 5.—Orders have been issued to the troops to fire on any one who attempts to unhook cars on the trains made up. The United States soldiers are hooted at and the police officers do not seem to have any control.

Washington, July 5.—Gen. Schofield today received the following telegram from Gen. Miles at Chicago: "Owing to the excellent discipline and great forbearance of the officers and men, serious hostilities were avoided yesterday."

Washington, July 5.—Governor Altgelt of Illinois, has called upon the president to remove the federal troops from Illinois.

Oakland, July 5.—Three hundred strikers killed two engines this morning. The ferries are all stopped.

Los Angeles, July 5.—Notwithstanding the presence of the troops not one train went out today.

Omaha, July 5.—General Master Workman Sovereign has gone to Chicago to confer with Debs.

THE YACHT RACE.

The Britannia Winner, and the Valkyrie Sunk.

Hunter's Quay, Firth of Clyde, July 5.—The yacht race today was won by the Britannia, beating the American yacht, Vigilant, five seconds. In starting a collision occurred between the Valkyrie and Satanita. The former sank and the latter is seriously disabled.

THE HOUSE.

Washington, July 5.—In the house today a joint resolution to authorize the secretary of the navy to continue the employment of mechanics in the navy yards who have been discharged owing to the failure of congress to pass the appropriation bill was passed after some tart remarks from Cannon and Reed.

THE LOTAN JURY.

The Investigation of the Missing Evidence Begun.

Portland, July 5.—Judge Bellinger today ordered the jurors in the Lotan smuggling case to make out sworn statements as to the disposition of the documentary evidence in the case.

THE LAST OF THE FAIR.

All the Remaining World's Fair Buildings on Fire.

Chicago, 7:45 p. m., July 5.—A fire at the Fair grounds has burned down the terminal station, agricultural, mining, electricity, and administration buildings. The manufacturing building is a mass of flames, and will be completely destroyed. The transportation building is blazing.

SERIOUS A. P. A. RIOT.

Butte, July 5.—In an A. P. A. riot here yesterday D. H. Daly was killed and Samuel Dann mortally wounded and five persons seriously injured.

THE GOLD RESERVE.

Washington, July 5.—The gold reserve in the treasury today was \$64,742,745.

WITH THE FISH WHEELS

The Upper Columbia Canning Industry is Half Paralyzed.

PACK WILL FALL VERY SHORT.

Thirty-three Wheels are Totally Destroyed Entailing Very Great Loss on Their Owners.

Special correspondence of the Astorian

The Dalles, Or., July 4, 1894.—The condition of affairs on the Upper Columbia as far as regards the salmon fishing industry, is unprecedented in the history of the business, and while the flood has wrought much harm and caused a loss of a great deal of valuable apparatus, it has also been the means of increasing the run of salmon so greatly that in all probability half of the drawback created by the destruction of appliances will be overcome by the enormous quantity of salmon caught. In fact all the cannermen are worrying themselves into a fever by their calculations concerning what the pack would have been if only the flood had not damaged their wheels and gear, but as a man can't eat his cake and have it too, so such figuring, outside of the temporary dreams of bliss it causes, is veritable waste of time.

Before going into the general theme, it may be well, so that your readers can better understand the condition of affairs, to tell them what portions of the river contain fishing appliances, how the fish wheels work, to whom they belong, and what their capacity is. To begin with, there are between Vancouver and Celilo about two hundred dip nets. These contrivances are simply butterfly nets, considerably enlarged and strengthened. The operator stands on an open platform supported by piling driven into the bed of the river, and jutting out over the swift eddies at either side of the stream. Poling the net up-river, he lets it rush down with the current until it has reached the limit of the handle, below him, when he gives it a sudden jerk and hauls it into the air. Nowadays he has a fish at every raising, and sometimes two, which he turns out by the same swing that a la crosse player uses when he throws a ball. The salmon, swimming up stream, choose the most difficult eddies, and these being more or less muddy, they are in the nets before they can stop themselves. The fish wheel, which works on exactly the same principle, operates itself, and requires no manual labor of any kind to assist it in catching fish. The owner of the wheel or the overseer, whichever he happens to be, can sit by and smoke, watching the shining beauties tumbling into his scow like logs coming down a wood chute. Wheels are of two kinds, and are always located at the edge of the river in a rapid eddy. There is the scow wheel, which is attached to a large scow and can be hauled to any location that is desired on very short notice. And there is the stationary wheel, held to an enormously strong and very expensive "crib" or foundation of granite, and which occupies the same spot year in and year out. While they are called wheels, in reality the name is not a correct one for they are not wheels at all. The affair, as nearly as I can describe it, consists of four big nets working on, and attached to, one axle. These nets, which are built in the form of scoops, are turned by the current itself. As each scoop enters the water, it is driven along by the force of the river, and a moment after ascends into the air, with probably two or three fish that have run right at it. At a certain height the fish slide down from the scoop. They are caught in a wooden tunnel, and from there slip and flounder into the scow or crib itself, where hundreds of their mates usually lie flapping and gasping for breath.

Beginning with "McGowan's," as the settlement is called, P. J. McGowan and Sons own all the apparatus in the locality. The next place is Warendale, where Mr. Frank M. Warren, Hamilton & Tosler, and Dodson & Co., all own wheels. At the Cascades Hamilton Bros., Hamilton & Stevenson, and P. M. Warren figure as owners, and in the vicinity of The Dalles are Everding & Farrell, Winans Bros., W. Cram, and Seufert Bros., all very largely inter-

ested both in wheels and dip nets. Beyond this point is Mr. I. H. Taffo, who conducts a very extensive business, and who, up to this year supplied a number of the cannermen with fish from his various snaring paraphernalia. I visited Mr. John McGowan on my way up the river, and he very gladly put me in possession of all the facts at his disposal. P. J. McGowan & Sons lost two stationary wheels by the flood and the lead to a third was completely washed out. The firm now have in operation one scow wheel and one stationary wheel, and up to date have packed 8,200 cases of fish. Mr. McGowan in his conversation said: "Our stationary wheel is sending in about one and one-half tons of fish a day, and we get about 1500 pounds a day from the scow wheel. In addition to this, we have among our present source of supply seventy drift nets which are responsible for about twenty-five tons a day. Two scow wheels in the rapids, owned by private parties, are also sending us in fish occasionally. At a rough calculation I would say that our cannermen's pack this year will be about one-third short of that of last season, a difference of course brought about by the loss of the best part of the apparatus and the damage to our machinery. The run of bluebacks has been marvellous. I never saw anything like it, and, as you can see for yourself, the river is still swarming with fish. They are exceptionally large. We haven't got one single wheel in good shape. If we had even one in fair running order it would more than fill our capacity, and had there been no flood we would have been compelled to pull up some of the wheels and have them fixed."

(Continued on Last Page.)

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

Royal Baking Powder

ABSOLUTELY PURE