

THE CASCADE LOCKS

Only Saved From Total Destruction by Superhuman Efforts.

MANY NEW CHANNELS FORMED.

Why the Work Will Have to be Re-modelled and All Plans Altered Before it can be of Use.

Special correspondence of the Astorian. Cascade Locks, July 24, 1894.—No description of the enormous current that has been sweeping past this spot for the last month can possibly be adequate. To fully realize what it is like, one must come and see for himself. The steamer Dalles City, a moderately fast craft, reached here from Portland at 2 o'clock this afternoon after a great deal of difficulty. Several times when nearing the canyons that guard the approach to the locks, she steamed full speed into the eddying torrent only to be driven back, and more than once her swift flying wheel lashed the water when the vessel was standing motionless without gaining an inch for several minutes.

At the western end of the little town where live the government workmen who have been for several years engaged in the building of the locks, stands the sliding mountain that I spoke of briefly in a previous letter. It runs along the river for nearly three miles and reaches back five hundred yards into the high land behind it, varying in height from 1000 to 2800 feet. The whole side of this enormous hill is steadily sliding into the river. It has a lower strata of soft, treacherous sandstone, quickly affected by the action of water, and thirty acres of its base have already been swept away. It rises from the edge of the Columbia for the first hundred feet in a sheer precipice, and ten yards above the top level of the flood right under this threatening glacier of millions of tons of earth, three hundred Union Pacific workmen are daily risking their lives in attempting to establish a temporary grade over which the company's trains can run from Bonneville. This resort shows how desperately the Union Pacific are striving to hold the traffic which the D. P. and A. Co.'s steamers are gradually taking away from them, but even if the grade is built, it will only be a matter of a few weeks before it is totally obliterated by the oncoming of the sliding mountain. In fact, the company's action in wasting time and money by prosecuting such a hazardous undertaking is condemned by everybody who has watched the work. The only way out of the trouble, and the only chance the Union Pacific will ever get to again secure direct transportation to Ogden and through to the East, will be by building right around the Cascades at the back of the locks, an operation that will cost several millions of dollars.

The amazement of the Indians at the force of the water in the vicinity of the Cascades, and their consternation and grief at the sight of whole islands containing the bones of twenty thousand of their dead being swept clean over the rapids, scattering the skeletons the whole way along the river, can better be imagined than described. Many of the old chiefs, several of whom have lived in the vicinity for three generations, were horror stricken to think of the desecration of the remains of their great warriors, and the Columbia, for hundreds of years the "great good water god" of their devout worship, will be to them for all time, a traitor and an evil spirit. They have a legend, revived just now, in fact it is the principal topic of conversation among them, to the effect that once, years ago, the Columbia river ended at the Cascades in an enormous lake that extended over the whole interior of the country. There was a solid wall of rock that acted as a dam between the present boundaries of Oregon and Washington, but one day the Great Spirit caused an enormous rush of water along the Columbia. It tore the dam clean out and the river, keeping on, furrowed a mighty channel and in one day found its way to the Pacific ocean. The natives point to the formation of the enormous canyons that stand on both sides of the river, and which they say prove the truth of their story beyond a doubt. The great walls of rock certainly look as if some gigantic force had torn away their extremities. The canyons stand nearly 3000 feet high, and between them lies the village of Cascade Locks, its base swept by the mighty rush of water, deafening the ear with its roar, and inspiring wonder and admiration as it foams and seethes through the narrow gorges.

Major Post, who is in command of the magnificent work being carried on by the government, states that the whole plan of the locks will have to be changed, and that the result of several years of hard labor have been swept away in a week. The locks were originally projected at a height of 129.7 feet above sea level at Astoria, and as I wrote you on Monday, the water in the Columbia at this point rose seven feet higher than that. The new operations will be conducted with the intention of apart from the loss already incurred, above the Astoria readings, which it is believed will be sufficient to take the lock gates above the reach of any future flood. The change in the plans, apart from the loss already incurred, will of course bring about an enormous additional expense. Across the end of the canal at the east side of the locks, is a powerful dam, and beyond this, running into the center of the river, was a long strip of shore ending at a mass of rocks called Powder House Point. This whole body of earth, sev-

eral acres in extent, was swept clean away, and there now bubbles and chases over the spot a mass of black, muddy water. This is known as the new channel. The rushing river after sweeping away this barrier, took in its course half a dozen islands, and now runs unobstructed till it joins the main channel again a mile farther down. The dam itself, which protects the head of the canal, during the earlier stages of the high water, became undermined, and the whole work was threatened with demolition. Three hundred and fifty men, working night and day, with fourteen pumping engines to help them, slaved like Trojans to avert the catastrophe. They operated in two gangs, many of them staying on watch 36 hours at a time, till they absolutely dropped from exhaustion. Notwithstanding all their efforts, the water gradually rose until it got within two inches of the top of the bulkhead. It was at the moment when things were given up for lost and the men were preparing to abandon their posts, when a quarter of a mile of mainland gave way before the mighty force of the river, which rushed through the gap with a roar like thunder. The strain on the bulkheads was relieved, and the danger of total destruction was over. But the damage done notwithstanding, was very great, and the canal was flooded fifty feet deep in fifteen minutes.

The residents of the vicinity have ever since the beginning of the flood had sights enough to gaze on that will be the talk of their little settlement for years to come. Every ten minutes some battered and huge object would come tumbling down the rapids at a speed of fifty miles an hour, and in a second would appear a hundred yards further on, dashed to splinters. Houses, barns, fish wheels, scoops, saw logs, one church, two steam launches, and wreckage of all descriptions kept people watching eagerly at their windows day and night. The wonderful force of propulsion that belongs to the salmon has been well illustrated during this flood. A government inspector at the locks told me that during the very worst of the overflow, when the waves were 20 feet high at the Cascades, and the current was tumbling down objects faster than the eye could follow them, he saw hundreds of salmon merrily jumping and leaping their way up river along the various eddies and gaining headway at every effort. And the Union Pacific railroad is willing to pay 20,000 to any body who will get the steamer D. S. Baker up over this small two mile stretch of water with the aid of steam and machinery of all descriptions, when thousands of little six-pound fish are doing the trick with a switch of their tails every hour in the day!

William Bergman, of Wyeth, last Thursday found floating down the river at this point a large box containing the mummies of seven Indian braves, wrapped in cloth of some weed material and bound in deerskin straps. Three of the bodies are perfect, and all are solid stone. Bergman intends to send two of them to the Smithsonian Institution at Washington, and will doubtless make a good thing out of the disposal of the balance.

STRAWBERRY FESTIVAL.

There will be a strawberry festival in every home in Astoria now that the luscious fruit can be had at such reasonable prices. People should remember, however, that the season will soon be over. You can have them, and other fruits, all winter by preserving a few crates while they are at their best. Get some of the Pacific Can Co.'s family fruit cans and pack your own fruit. These cans are cheaper and better than glass jars. They won't break, and will last a lifetime. No solder required. M. C. Crosby has them at retail.

IT COVERS A GOOD DEAL OF GROUND

Dr. Fargo's Golden Medical Discovery. And when you hear that it cures so many diseases, perhaps you think "It's too good to be true."

But it's only reasonable. As a blood-cleanser, flesh-builder, and strength-restorer, nothing like the "Discovery" is known to medical science. The diseases that it cures come from a torpid liver, or from impure blood. For everything of this nature, it is the only guaranteed remedy. In Dyspepsia, Biliousness; all Bronchial, Throat and Lung affections; every form of Scrofula, even Consumption (or Lung-scrofula) in its earlier stages, and in the most stubborn Skin and Scalp Diseases—if it ever fails to benefit or cure, you have your money back.

The worse your Catarrh, the more you need Dr. Fargo's Catarrh Remedy. Its proprietors offer \$500 cash for a case of Catarrh in the Head which they cannot cure.

QUICK TIME

—TO—

SAN FRANCISCO

—AND—

ALL POINTS IN CALIFORNIA

Via the Mt. Shasta Route of the

The Only Route Through California to Points East and South.

THE SCENIC ROUTE OF THE PACIFIC COAST

PULLMAN BUFFET SLEEPERS

—AND—

SECOND-CLASS SLEEPERS

Attached to express trains, affording superior accommodations for second-class passengers.

For rates, tickets, sleeping car reservations, etc., call on or address E. P. ROGERS, Assistant General Passenger and Freight Agent, Portland, Or.

Blue Devils



The business man who says that advertising does not pay does not advertise. He is the one that always doubts the prosperous trade reports he hears of his competitor, who does advertise. He sits in the back of his store, smokes his pipe and wonders why he isn't making any money. He has the blues when he should have trade. He not only lets his neighbor get that neighbor's share of the business, but a good part of his also. He sees people whom he thought old friends of his go into his competitor's store and come out with bundles of goods, when he has the same articles on his shelves, and perhaps at lower prices than they paid his competitor for them. Why is this so? It is because his competitor lets the public know in an intelligent way through the local papers what he has to sell and when he has it.

The successful advertiser looks after his advertising space as he does his clerks. He changes his ads. in such a way the people are attracted by them. He feels that to make money he must be willing to spend some; that there is strong competition in all lines of business, and to get his share of the trade he must advertise, and to do it in the most skillful and intelligent way. If he cannot write advertising matter himself, he seeks the aid of some one who has made the writing of advertisements a study—some specialist, who will see that it is properly written in a catchy and displayed way—some one whose duty it is to take off the shoulders of a busy man all the worry of making up an ad.

No business man attempts to cure his own sickness, pull his own teeth, make his own clothes or attend to his own law cases. He employs specialists for each of these various services, and saves money by doing it. It is through its language and arrangement that an advertisement gets its business-bringing qualities. There must be something to attract public attention and hold it; something of interest, something out of the ordinary, something that is different from others of the same line of business. To give it these peculiar features requires experience, and the owner of The Astorian has engaged the services of such a specialist for the benefit of its advertising customers who may wish to take advantage of his services.

The Evening Star, of Washington, D. C., has an advertisement writer connected with its business department, and its terms to advertisers are, "So much blank space, so much money. The same amount of space, with the assistance of the advertisement writer in getting up ad. attractively, so much additional."

The Astorian charges nothing extra, the services of the expert being thrown in.

The Cook's Puzzle

How to avoid sodden pastry?

The PROBLEM is SOLVED by the production of our NEW SHORTENING

COTTOLENE

Which makes light, crisp, healthy, wholesome pastry. Mrs. McBride, Marion Harland, and other expert cooking authorities endorse COTTOLENE. YOU can't afford to do without COTTOLENE.

REFUSE ALL SUBSTITUTES. N. K. FAIRBANK & CO., ST. LOUIS and CHICAGO, NEW YORK, BOSTON.

SANTAL MIDY
These tiny Capsules are superior to Balsam of Copaiba, Cubeba and Injections. They cure in 48 hours the same diseases without any inconvenience. SOLD BY ALL DRUGGISTS

THE ORIGINAL AND GENUINE (WORCESTERSHIRE) LEA & PERRINS' SAUCE

Imparts the most delicious taste and zest to EXTRACT of LESTER from a MEDICAL GENTLEMAN at Madrid, to his brother at WORCESTER, May, 1857. "LEA & PERRINS' SAUCE is highly esteemed in India, and is in my opinion the most palatable, as well as the most wholesome sauce that is made."



SOUPS, GRAVIES, FISH, HOT & COLD MEATS, GAME, WELSH RAREBITS, &c.
Beware of Imitations: see that you get Lea & Perrins' Lea & Perrins'
Signature on every bottle of the original and genuine. JOHN DUNCAN'S SONS, NEW YORK.

Str. OCCIDENT,

CAPT. A. E. BEARD. Having leased the steamer Occident, I have her painted and refitted, and am prepared to take Fishing and other parties at reasonable rates; also Towing of all kinds. Please give me a call. Orders left on board or with Mr. Chris. Johnson, at the Astoria Packing Co., will be promptly attended to.

THE music of the trees and wild river waves and all the summer-time angels comes sweetest to the housewife when she knows the 6 o'clock meal can be got ready on her double-burner oil stove instead of the red-hot cooking range. There'll not be an evening from this on till October 1st but she'll be glad she bought one. Have you seen those in our window? \$4.50. That old gentleman who said they were extravagant has changed his mind and has purchased his wife and married daughters each one.

NOE & SCULLY.



A LOCK

Is something you want, if not today, you will want it sometime. We keep carpenter's tools too, and if this weather will only pull itself together you will want plenty of Hardware of which we have a plenty only waiting your call.

J. B. WYATT, HARDWARE DEALER

Do You Wish

To enrich your table economically? Here's a chance, at A. V. Allen's, English ware, and lots of it! Rich Flower decorations of various sorts, and at quickstep prices. Modest-priced glassware, too, of course. The shelves are crowded with them. Corner of Cass and Squemoque Streets.

FREEMAN & BREMNER, Blacksmiths.

Special attention paid to steamboat repairing, first-class horseshoeing, etc. LOGGING CAMP WORK A SPECIALTY. 157 Olney street, between Third and Fourth, Astoria, Or.

EVERY REQUISITE FOR : First Class Funerals :

POHL'S Undertaking Parlor, THIRD STREET. Rates Reasonable. Embalming a Specialty.

Dalgity's Iron Works,

General Machinist and Boiler Works.

All kinds of Cannery, Ship, Steamboat and Engine Work of any Description. Castings of all kinds made to order. Foot of Lafayette St., Astoria, Or.

Kopp's Beer Hall.

Choice Wines, Liquors and Cigars. KENTUCKY WHISKEY Only handed over the bar. The largest glass of N. P. Beer. Half-and-half, 9c. Free Lunch.

Erickson & Wirkkala, Proprietors, Cor. Concomly and Lafayette Sts.

FISHER BROS.,

SHIP - CHANDLERS, HEAVY AND SHELF HARDWARE. Wagons & Vehicles in Stock. Farm Machinery, Pumps, Oils, Varnishes, Loggers' Supplies, Fairbank's Scales, Doors and Windows. Provisions, Flour, and Mill Feed Astoria, Oregon.

North Pacific Brewery

JOHN KOPP, Prop. Bohemian Lager Beer And XX PORTER. All orders promptly attended to.

FRED SAIZ,

Manufacturer and Importer of Saddles, Harness, Collars, Whips, Blankets, Robes, Leather, Etc. GOODS SOLD AT PORTLAND PRICES. P. O. Box 270. Olney St., Astoria, Or.

How Are You Fixed for Insurance? Fire and Marine.

We are agents for the largest and best companies represented in Astoria.

Royal Insurance Co., assets,	21,562,376.00
London Assurance Corp'n	8,630,425.00
Etna Insurance Co.	10,915,829.00
Western—U. S. Branch,	1,617,195.00
New Zealand Insurance Co.,	2,677,219.00
Combined Assets,	\$45,403,044.00

ELMORE, SANBORN & CO.

On Top MARSHALL'S TWINE

Is conceded by all to be the best. It fishes better and wears better than any other twine used on the Columbia river.

TRY IT AND

BE CONVINCED

