

# The Daily Morning Astorian.

EXCLUSIVE TELEGRAPHIC PRESS REPORT.

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ASTORIA, OREGON, FRIDAY MORNING, DECEMBER 14, 1894.

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Will be the exclamation of the future discoverer of the North Pole, and "Found at Last" is the expression of each one in search of a good overcoat at reasonable price also **Men's Boys' Clothing, Furnishing Goods, Hats, Caps, Boots, Shoes, Trunks, Valises, etc.**

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Remember we do not carry all our stock in our windows, you must come inside.

Parties purchasing for Sunday schools are invited to come and see us.

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| ODDITIES<br>and<br>NOVELTIES<br>for<br>CHRISTMAS. | Jewelry for less than<br>half the cost price. | CHRISTMAS<br>GIFTS<br>in<br>GOLD or<br>SILVER. |
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A FINE LINE OF  
TOYS, DOLLS,  
JUVANILE BOOKS,  
ALBUMS AND  
MUSICAL  
INSTRUMENTS.

## ON TILLAMOOK ROCK.

The Lighthouse Badly Damaged  
By the Storm.

THE KITCHEN WAS WRECKED.

Water Was Four Feet Deep on the  
Floor of the Living  
Room.

Last evening about 5 o'clock the lighthouse tender Columbine returned from Tillamook Rock where she went yesterday morning to investigate the report wired over from Canby the day previous that the lights had not been seen burning since Sunday's hurricane. The result of the investigation shows only too plainly that the report was true, and the story told by Lieutenant Blish, to an Astorian reporter last evening, goes to prove the truth of the many assertions by seafaring men, that the recent blow was the most severe ever experienced on the coast. The reporter found Lieutenant Blish in the cozy inspector's apartments on board the tender, a few minutes after her arrival, and when questioned about the result of his visit to the lonely sentinel off Tillamook Head, replied:

"We arrived at the rock about 10 o'clock, and as expected, found the sea too rough to attempt a landing. We steamed around the lighthouse and took a good survey of the storm-beaten rock, and could easily detect that something unusual had been going on since our last visit. Keeper Pessonen and his three assistants were out on the rock, and apparently had our coming with joy. Once or twice we were within talking distance of the men on the rock, and managed to arrange with the keeper for a transfer of his report to the vessel. This was done by placing the report in a tightly corked bottle, secured to a float, which was thrown far out into the sea. It soon floated alongside and was easily picked up.

"On steaming around to the south side of the light a decided change in its appearance was noticeable. Separated from the main rock by a fissure is a smaller rock, that has always been peculiar for its exceedingly sharp point. Strange to say, this familiar feature had disappeared, showing that the tremendous seas had broken off and carried away a piece weighing fully two tons. Other places on the main rock showed that numerous ragged points had been torn off.

"The most graphic account of the awful storm and its sad pranks about the isolated beacon light is found in the keeper's report which I will show you.

"Lieutenant Blish unrolled several sheets of official paper and spreading it out on a table, under the electric light, allowed the reporter to scan its contents. It is a thrilling account of Sunday's storm, when for hours, the brave watchmen on lonely Tillamook rock, listened to the awful howling of the wind and waters, trembling each moment for fear that the high tower would tumble over into the sea and carry every thing with it. Waves rose all around them like great mountains, and although the top of the rock is fully 88 feet above extreme high tide, monster seas broke all over it. At one time when the hurricane was at its worst, amidst a most awful roaring of angry waters, a great wall of water struck the side of the rock with such force that it trembled as if from a violent shock of earthquake. As the mountain of water struck the great rock, it shot upwards, how high the keepers inside the lighthouse were unable to say, but all was darkness for a moment—an awful crash of breaking glass sounded above, followed instantly by a terrible noise as if the whole ocean had gone skyward and come down directly on the roof of the lighthouse. By this time it seemed to the keepers that their time had come, and they were for a moment unable to make out whether they were still on the rock or floating off on the crest of the receding wave. The water in the living room was four feet in depth and the furniture was floating about the apartment. As soon as they recovered themselves a hasty examination revealed a sad state of affairs. In the stero room a mark on the wall showed that water had entered to a depth of six feet, and the big fog-horn machinery was badly injured. The eastern pump was rendered useless, and the fresh water in the tanks made brackish by the salt water that had forced its way in.

"In the kitchen a remarkable state of affairs existed. The room was dripping with water which came through a great hole overhead in the roof, made by a

huge boulder weighing hundreds of pounds that had been thrown up by the force of the waves. The kitchen range was a total wreck, and scarcely a cooking utensil was left in the room. Everything in the way of edibles, except the stock of canned goods, was ruined. Over the hall way the roof was badly shattered, evidently by the same boulder that caused the wreck of the kitchen roof adjoining.

The most startling sight met their gaze, however, as they ascended into the tall tower at the top of which the great revolving light shines forth at night, 138 feet above high water. The lantern panes were all broken out, the lens badly damaged, and the clock machinery that runs the revolving lenses, disabled beyond immediate repair. It showed plainly that an awful force of water had struck it, and from evidences rocks of no small size were hurled against the glass.

Various other damage of minor mention was done about the place, and it will take some time to make the necessary repairs. Ordinary lanterns were hung out each night since the accident, and the faint glimmer they will be able to give will be about all the guide mariners will have at this point for some time to come. The men on the rock reported that they were all well and had enough canned goods to last them for some days. The Columbine will go down again, and if there is a possibility of landing, Captain Richardson will put a force of mechanics on the rock, and also leave a quantity of supplies.

In speaking of the terrible experience of the men on the rock, Lieutenant Blish says that he thinks it will be found that Chief Pessonen and his assistants have acted with great coolness and bravery.

### SUNDAY'S BLOW.

The recent hurricane was felt on the straits of Juan de Fuca with as much severity as further down the coast, as the following from the Colonist will show:

Saturday night's gale is said by the steamboat men to have been the most severe which has been experienced this year. While it raged the tug Lorne with the ship Combermere in tow was eighteen hours making the trip from the Cape to Esquimalt, a distance which she generally covers in half that time. The seas rolled mountains high and the Lorne had to struggle hard to accomplish anything. Her decks were almost continually buried in water, and the tremendous strain on her hull was damaged to some extent the Combermere's bits. The American tug Pioneer, with a barkentine in tow was bound up the Straits at the same time, but the storm proved too much for her and she was obliged to cut loose her hawser and seek shelter. Where the barkentine put in afterwards is not known, but it is believed she also made shelter safely. The American tug Discovery, with the schooner Aida in tow, got caught in the fray off Ten Mile Point. Her hawser parted and the schooner was driven back into Royal Roads at a hurricane rate. The Discovery, however, afterwards plied her up, and proceeded to Moodyville, where the schooner loads for Shanghai. At Neah Bay there is considerable anxiety felt for the mail steamer Harry Lynn, which plies between there and the Sound. It is said if the steamer was caught in the storm, her chances would be very slim.

In Spanish Spit the tug Vancouver lay at anchor, and a scow of coal and a scow of wood which she had in tow were reported to be ashore. In port there were no damages done to shipping, but yesterday's blow moved a number of anchored craft promiscuously about the harbor.

### AN APPEAL FOR HELP.

County Judge Gray Receives a Petition From Citizens of Westport.

Yesterday County Judge Gray received a petition signed by sixteen of Westport's prominent citizens, praying for assistance from the court for S. J. Simpson, who they say is sick and unable to take care of himself. They ask for provisions and clothing. Judge Gray at once addressed a letter to R. W. Thompkins, who heads the list of signers, asking him for further particulars regarding Mr. Simpson's condition. He states that the county court would not meet again until the first Monday in January, but it was the desire of the county to assist the county's poor and needy, so far as it could consistently do so.

At the next meeting of the county court next road supervisors will be appointed, and the semi-annual report of the county received. Judge Gray expects a busy season, and is making preparations accordingly.

The Handkerlie, after coaling yesterday at the Holyhood dock, went down to the heads and took a glance outside. It was too rough for Captain Wynant, so he turned back and tied up at the dock to await future developments.

The steam schooner Hurston arrived down from Portland yesterday and docked at Kinney's wharf. She will remain until later weather outside.

## INDIANS ARE IMPUDENT

Governor West at the Scene of  
the Trouble.

UMATILLA'S ARID LANDS.

Mount Ranier Smoking Away Under  
a Clear Sky--Other  
News.

Associated Press.

Salt Lake, Dec. 13.—The Tribune has a telegram from Col. Tinslock dated Monticello, Utah, in which he says: I arrived here Sunday afternoon and Governor West on Monday. We had an interview Monday with Chiefs Ignatio, Coloraw and others. The interview was barren of results, but rich in information. Ignatio says all his tribe, with the exception of six families, are in Utah, and they seem determined to stay. The tribe numbers about 900, and the settlers have to feed them. "Last night the settlers of the village fed about 20 bucks and 40 ponies; the hay fed the ponies being worth \$20 per ton. The Indians are impudent and make demands on men and women. They are eating the stock of settlers, and rapidly devouring the winter pasturage. Much suffering will ensue unless the Indians are removed at once."

### TO RECLAIM LANDS.

Money Ready for Umatilla County's Big Ditch.

Pendleton, Or., Dec. 13.—A comprehensive plan to take the place of all other schemes for reclaiming the forty or fifty thousand acres of Umatilla county lands. The Umatilla Ditch Company, with Sam. P. Sturgis, cashier of the First National Bank at its head, has offered to give up its valuable right-of-way, engineers' plans and government treaty privileges across the Indian reservation to any one taking hold of the enterprise and pushing it to completion. The official announcement is made today that the money is ready, two or three hundred thousand dollars, according to the needs, and the parties furnishing the capital to local promoters, offer to put up a \$25,000 certified check as evidence of good faith, and guarantee that the remainder will be furnished when ready to begin work.

Deputy United States Marshal had a warrant for the arrest of John Heathman, a prominent saloon keeper. Heathman, in a rage, refused to go, and threatened Bentley's life. Bentley waited until Heathman has sobered, and will take him to Portland for selling whisky to Indians. The whisky cases will be prosecuted as before the famous ruling was made by Judge Bellinger and stopped the business by deputy marshals. The prisoners will now be taken to Portland for indictment, instead of being held on information.

### SWORE OVER THE WIRE.

A California Sheriff Takes Oath of Office Over Telephone.

Los Angeles, Dec. 13.—A contest is about to be begun over the election of sheriff in this county. John Burr, the man elected, did not take the oath of office as required by law, it is alleged, within ten days after election. On the tenth day Burr was in San Francisco. At 11:20 o'clock at night he made oath through the long distance telephone. The contestants hold this was not a good oath.

### MARINE INTELLIGENCE.

San Francisco, Dec. 13.—Arrived—Ship India, from Nanaimo; Walla Walla, from Victoria and Port Townsend; Geo. W. Elder, from Astoria and Portland; schooner Joseph Russ, from Fairhaven; Willamette, from Tacoma; San Benito, from Tacoma; schooner Jennie Steel, from Gray's Harbor. Cleared—Parillon, for Port Angeles. Departed—City of Rio de Janeiro, for Hong Kong and Yokohama; Mariposa, for Honolulu and Sydney; bark Fresno, for Port Gamble. Freight and charters—American ship

America, coal from Departure Bay to San Francisco; American ship Wachusett, coal from Nanaimo to San Francisco; American schooner Aida, at Moodyville, lumber thence to Shanghai.

### RANIER AGAIN SMOKING.

Seattle, Dec. 13.—Mount Ranier was smoking again today, the smoke coming out of the crater in easy volumes and being noticed by several hundred people. The air was exceptionally clear from 9 o'clock this morning until 1 o'clock this afternoon, and the mountain could be plainly seen. The Post-Intelligencer expedition to explore the mountain will leave Saturday and will endeavor to reach the summit.

### MARKET REPORT.

San Francisco, Dec. 13.—Shipping wheat, 88 3-4 for No. 1 quality, while 9 0 is the figure for choice. Milling descriptions are less firm. Supplies are coming to hand freely from the North, about 20,000 casks arriving from that direction, being almost equally divided between Oregon and Washington. Walla Walla, 80 to 82 1-2 for fair average, 85@87 1-2 for choice heavy; 75@77 1-2 for No. 2 and 65@70 for of grade. New York, Dec. 13.—Wheat, spot, quiet demand poor; No. 2 red winter, 4 1/2 1-2; No. 2 red spring stocks exhausted; No. 1 hard Manitoba, 4 1/2; No. 1 California, 5 1/2 1-2. Hops at London, Pacific Coast, 12 1/2.

### KEARNEY NATIONAL CLOSED.

Kearney, Neb., Dec. 13.—The Kearney National Bank closed its doors this morning. Liabilities, as far as ascertained are about \$155,000; the county loans \$10,000, and the city 2,000.

### CAPT. FERCHEN SUSPENDED.

Charges Preferred by the Captain of the Primrose Hill.

Yesterday the board of pilot commissioners held a meeting to consider charges preferred by Captain Joseph Wilson, of the Primrose Hill, against Pilot P. E. Ferchen, whom he charges with having run his ship aground in the Willamette river one mile below the Victoria dock, necessitating the discharging of 515 tons of grain, and causing damage to the extent of \$2,578, \$800 of which was for time delayed. There were present at the meeting the following members: President John Fox, and Commissioners Capt. J. A. Brown and B. F. Packard, Secretary W. L. Robb, and Attorney G. C. Fulton.

Capt. Richard Hoyt and Pilot P. E. Ferchen gave evidence in the latter's behalf, and Captain Wilson, of the Primrose Hill, the second mate and quartermaster, testified in behalf of the plaintiff.

The evidence showed that the pilot, after through carelessness of incompetency, ran the vessel out of the channel and onto the bar, where she was compelled to lighter before being able to move into deeper water again. The board, after going over the evidence carefully, decided to revoke Pilot Ferchen's license. Pilot Ferchen has been a pilot on the river since 1869. His bondsmen are John F. O'Shey and Mr. Wilson, of Portland, and if Captain Wilson wishes to recover he will have to commence suit against those gentlemen.

Captain Staples, who piloted the Norwegian bark Sjorn into the harbor yesterday, states that the pilot schooner stood the recent storm fairly well. On Sunday when the hurricane came up she was put before it and ran for four hours with every stitch of canvas in. Almost everyone of the tremendous seas that were running washed over the schooner, and it was almost impossible at times for the men to tell whether they were on board the schooner or in the ocean. Frequently the jib boom would bury itself fully ten feet in the sea and the schooner was in imminent danger of going down by the head. The boats were smashed, but can be repaired without great cost, and beyond this no other damage was done. One of the deck hands had an experience which he will remember for some time to come, having been washed out into the ocean and carried back again on the crest of a tremendous sea. He was uninjured save for a slight shaking up, but was pretty badly frightened. When the schooner encountered the hurricane, Cape Disappointment stood to the southward about 20 miles, the schooner being 30 miles off shore.

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

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