

The Daily Astorian

EXCLUSIVE TELEGRAPHIC PRESS REPORT.

VOL. XLIV, NO. 118.

ASTORIA, OREGON, WEDNESDAY MORNING, MAY 22, 1895.

PRICE, FIVE CENTS.

TODAY'S WEATHER. Forecast—Showers, followed by fair weather, cooler, fresh southerly winds, becoming northerly.

The Astorian has the largest LOCAL circulation, the largest GENERAL circulation, and the largest TOTAL circulation of all papers published in Astoria.

Fisher Brothers, ASTORIA. Ship Chandlery, Hardware, Iron & Steel, Coal, Groceries & Provisions, Flour & Mill Feed, Paints, Oils, Varnishes, Ladders Supplies, Fairbank's Scales, Doors & Windows, Agricultural Implements Wagons & Vehicles.

NEW GOODS. B. F. ALLEN, 365 Commercial Street. Japanese Rugs and Matting, Bamboo Furniture, etc. (Direct from Japan.) House Lining, Building Paper and Glass.

B. F. ALLEN'S, 365 Commercial Street. Snap A Kodak. Come and Try Them. HUGHES & CO.

IS THERE? And we would suggest at this season, nice Sideboard, Extension Table, or set of Dining Chairs. HEILBORN & SON.

ASTORIA IRON WORKS. General Machinists and Boiler Makers. John Fox, President and Superintendent.

They Lack Life. There are twins sold to fishermen on the Columbia river that stand in the same relationship to Marshall's Twins as a wooden image does to the human being.

Parties desiring. Floral Designs and Choice Cut Roses and Carnations for Decoration Day, should call at Grunlund & Palmberg.

Kopp's Beer Hall. Choice Wines, Liquors and Cigars. KENTUCKY WHISKEY. Chas. Wirkkala, Proprietor.

THOMAS MOKKO. The Blacksmith whose shop is opposite Cutler's cannery, is now prepared to do such odd jobs as making new cannery coolers, repairing old ones, making new fish boat irons, and repairing old ones.

Carpenter Shop. Your mind is on repairing your house this spring; possibly on building a new one. MILLER & GORNEY.

BOUND TO PLEASE. I am "bound to please" as much so as the individual in the cut is bound to "Please," and every one of my customers testify that I more than succeed. I. L. OSGOOD, The One Price Clothier, Hatter and Furnisher. 506 and 508 COMMERCIAL STREET, ASTORIA, OR.

YOU WILL FIND. Our line of fishing rods start in with the common bamboo poles for a few cents and run up into the \$5 for those that are lots better. GRIFFIN & REED.

SUITS. PANTS. CLOTHING FOR MEN AND BOYS. Oregon Trading Co., 600 Commercial Street.

THREE LOTS. In a desirable location, 2 blocks from High School. A BARGAIN.

CHOICE LOTS IN HILLS FIRST ADDITION. On the new Pipe Line Boulevard—Just the place for a cheap home.

A Block IN ALDERBROOK. STREET CAR LINE will be extended this summer to within 5 minutes walk of this property—Will sell at decided bargain.

ACREAGE. In 5 or 10 acre tracts inside the city limits, also adjoining Flavel. GEORGE HILL, 471 Bond St., Occident Block, HILL'S REAL ESTATE EXCHANGE.

The CASINO. 7th & BOND STREETS.

New Novelties and Attractions THIS WEEK. Admission Free.

FRIGHTFUL ACCIDENTS

Both Occur in San Francisco the Same Day.

ASTORIA CHILD MANGLED In a Horrible Manner by Electric Cars—Motorman Surrenders— Powder Mill Explodes.

Associated Press. San Francisco, May 21.—The Broadway trolley line closed its first victim this morning in the person of the 4-year-old daughter of Mrs. F. Feakes, of Astoria, Oregon.

San Francisco, May 21.—A special to the Spokesman-Review, from Waterville, says: Word was received this morning of the drowning of C. F. B. Haskell, W. A. Barton, and Mrs. Prowell, wife of Mr. Haskell's associate, conducting the government survey on the Columbia river.

Portland, May 21.—About 200 delegates to the Young Men's Republican Club arrived today; 200 more are expected in the morning, and with the 300 to come from Portland and vicinity, will constitute the largest political convention ever held in this city.

Portland, May 21.—Arrived—Point Loma, from Gray's Harbor; Oregon, from Astoria and Portland; City of Puebla from Victoria and Port Townsend; Homer, from Coos Bay.

Clear—Bark Richard III, for Victoria. Departed—Australia, for Honolulu; schooner Roy Somers, for Portland; schooner Annie Gee, for Gray's River.

KICKAPOO LANDS OPENED. Oklahoma City, O. T., May 21.—The Kickapoo country which will be opened to settlement Thursday is now full of "sooners" and more are going in every day.

Washington, May 21.—The income tax decision, its effect upon the revenues, and the probabilities of an extra session of congress to provide means for supplying the deficit, were the chief subjects of discussion in official and political circles today.

SUICIDE IN CORVALLIS. Corvallis, Or., May 21.—William Uhlman, superintendent of the Coast Carriage and Wagon Co., who six months ago arrived from Moline, Ill., followed two weeks ago by his family, committed suicide today by strangling. When found he was on the floor with a cord around his neck twice around his neck and tied to a water pipe four feet above, which held the head and shoulders suspended.

FRUIT ENTIRELY LOST. Detroit, May 21.—Today's dispatches from Western Michigan declare that the destruction of grapes, strawberries and tender vegetables was almost wholly completed in many sections by last night's frost and that the damage to farmers and fruit growers has been enormous.

SEIZURE OF SCHOONER. Seattle, May 21.—The steamer Topeka, from Alaska, brings the news that the revenue cutter Corwin seized the British sealing schooner Shelby for violating the sealing laws, and brought her into Sitka.

THE OREGON PACIFIC

Old Plans Brought to Light From New York.

ASTORIA AS A CENTRE. The Future Presents Many Possibilities Not Yet Dreamed of But Which May Happen.

In talking with a prominent business man as to the future of Astoria and its railroad prospects, he stated that it was not generally known that for several years the scheme had been considered of practically connecting the Oregon Pacific with Astoria, and that the Goble line as proposed now to be built is almost identically in line with one part of the old scheme, and that since Mr. Hammond has purchased the Oregon Pacific the entire scheme is likely to be realized after all, and thus Astoria be made the center of a railroad combination of its own.

The following extract from the report made in February, 1894, by E. C. M. Rand, expert railroad engineer of New York, to the bond holders' committee of the Oregon Pacific will be very interesting reading at this particular time, as showing another very important and lucrative line of business that would be opened up to Astoria:

"As to the advisability of finishing the line over the mountains, and building further, I strongly recommend for careful consideration on the part of any management the extension of the line to Boise City on the east, and the building of a line from Albany northward, through the Willamette Valley, reaching at Portland, and then along the coast to the Clatsop river, or harbor of Astoria. By this construction there would be a transcontinental connection on the east with the Oregon Pacific (O. R. & N.) with whom valuable exchanges of business could be made.

"Two hundred miles north and south of the line to be constructed west of Boise City and between the Cascade Mountains there would be a tributary country, originating a large volume of cattle, grain, and wool business, as well as affording an outlet for a large lumber business; the line from Albany northward for from 30 to 40 miles run parallel with the coast of the Pacific ocean, and would parallel and be competitive with the Southern Pacific for a distance of about 50 miles for local business; an objection that would be greatly overbalanced in favor of the new line, in view of the fact that the new line, when constructed, would terminate at the mouth of the Columbia river, while at present the Southern Pacific's termination is at Portland, some 120 or 130 miles from the mouth of the river, the only means of transportation between Portland and Astoria.

"Further, there would be a large amount of traffic originated at Astoria, a city of about 15,000 inhabitants, and is only accessible to the interior through the navigation of the Columbia river from its mouth to Portland, where connection is made with transcontinental lines.

"In addition to the foregoing the new line would receive a large summer traffic to the watering places on the coast south of Astoria, now well patronized in the summer by the inhabitants of the extreme northwest.

"The line has been surveyed from Albany to Astoria, which survey, with the survey of the line of the Oregon Pacific from its present eastern terminus at Boise City, has been carefully examined by me, in the office in Corvallis, and the additional construction of about 600 miles to make this line could be made at an average of about \$12,000 to \$15,000 per mile, and, when constructed through, would easily pay 5 per cent on the investment, and give, in a few years, a handsome surplus.

"Knowing that the Columbia river was a source of a large volume of water, flowing into the Pacific ocean—and, to a certain extent, competitive with Yaquina Bay—I thought it best, before passing upon the value of the bay and harbor of Yaquina, to make an examination of the harbor at Astoria, and for that purpose during my absence, I went to Astoria, and securing a tug, made my own soundings of the harbor and channel, and rigidly stated, with respect to this harbor, is fully second to our New York harbor, and has an additional advantage over the harbors on the Sound now used by the Northern Pacific and the Great Northern railroads for their transcontinental terminals. In that the water around the wharves and docks at Astoria, owing to the strong current from the flow of the river, bluffs the bay, at each ebb of the tide, with fresh water, is free from the tides which in a few years destroy all timber that is used for dock and wharf purposes, and which in the harbors of the Pacific Coast is a matter of serious concern from the flow of the river, bluffs the bay, at each ebb of the tide, with fresh water, is free from the tides which in a few years destroy all timber that is used for dock and wharf purposes, and which in the harbors of the Pacific Coast is a matter of serious concern from the flow of the river, bluffs the bay, at each ebb of the tide, with fresh water, is free from the tides which in a few years destroy all timber that is used for dock and wharf purposes, and which in the harbors of the Pacific Coast is a matter of serious concern from the flow of the river, bluffs the bay, at each ebb of the tide, with fresh water, is free from the 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