

BAD PRINT

ASTORIA PUBLIC LIBRARY ASSOCIATION

TODAY'S WEATHER. Forecast for Washington and Oregon: Continued rain; gales on coast.

The Daily Astorian

EXCLUSIVE TELEGRAPHIC PRESS REPORT

VOL. XLV.

ASTORIA, OREGON, SUNDAY MORNING, MAY 3, 1896.

NO. 103

TRUSTEE SALE

Of the Fine Lines of Men's and Boy's Clothing, Furnishing Goods, Hats, Caps, Boots and Shoes, Trunks, Valises, Umbrellas, Blankets, Quilts, etc., at factory prices for cash, at one price to all alike.

C. S. JACOBSON

TRUSTEE For the One-Price Clothiers, Hatters and Furnishers

506-508 COMMERCIAL ST., ASTORIA, OR.

Do you need anything in Office Supplies, Letter Presses, Copying Books, Inkstands, Tablets, Inks, Blank Books, Blue Print Paper, Waste Baskets, Desk Trays, Pen Racks, Type Writing Paper, Ribbons and Carton Paper. If so, we can supply you.

A new lot of Playing Cards just received.

Griffin & Reed, City Book Store.

ANCHORS In Everything Boat Stores... In the Fisherman's Supply Line

Must Be Sold in the Next 60 Days REGARDLESS OF COST

SOL OPPENHEIMER Trustee for M. C. CROSBY

LE VERE & CO. JUST RECEIVED

New Novelties in Collars and General Neckwear... Pattern Jackets... Latest Dogskin in Caps... Full Line of Ladies' Silk Waists... Wrappers

Ladies' Full Blazer Suits Latest English Style. In All Wool Mixed Goods.

REGULAR PRICE, \$15. THIS WEEK, ONLY \$9.85.

UNIQUE 367 COMMERCIAL ST.

S. FREEMAN, late of Freeman & Holmes. R. T. EARLE, late of Stockton, Cal

COLUMBIA IRON WORKS.

Foundrymen, Blacksmiths, Machinists and Boiler Makers. MANUFACTURING AND REPAIRING OF ALL KINDS OF MACHINERY.

Specialties: Welch Patent Wheel, Ship Smithing and Steamboat Work, Cannery and Mill Machinery, Marine and Stationary Boilers Built to Order.

STEAMERS Telephone & Bailey Gatzert.

Cheap Clothing The Hop Lee Clothing Factory and merchant tailors, at 426 Bond Street, makes undershirts to order. Suits and trousers made to fit perfectly. Every order punctually on time and satisfaction guaranteed. Good goods

THE COLUMBIA WATERSHEDS

Immense Territory Tributary to the Mouth of the Great River.

TRAFFIC SEEKS WATER LEVEL Two Hundred and Fifty Thousand Square Miles Drained by the Snake, Willamette and Columbia Rivers.

The extent of territory tapped by the Columbia river and the volume of traffic tributary to the port of the Columbia, are realized but by few. In view of the enlargement of business at this port and the rapid tolling both of the city, rail-road and enlargement of trade, the subject becomes both an important and interesting one.

The Columbia river itself, having its source in British Columbia, flows in a southerly direction through Eastern Washington, adjacent to Pendleton, Oregon, thence westerly to the Pacific ocean. Passing on its course through hundreds of miles of rich country, and draining water sheds thousands of acres in extent. The great Snake river, which has its source in the Rocky mountains, drains a territory including the states of Montana, Idaho and Eastern Oregon, and joins the Columbia near Walla, Walla. The Willamette river, flowing from the north, having its source in the mountains of Southern Oregon, passes through one of the richest territories in the world, and empties into the Columbia near Astoria. According to Professor Lyman, the water sheds drained by these three great streams comprise about 250,000 square miles, and embrace the richest mineral, farming, and fruit land known to the world. The wheat from the plains of Washington and Oregon in itself is an immense tonnage all of which naturally seeks the water level for its port. The vessels now loaded in the Columbia exceed by far in number those loaded on the Sound, and with the improvement now being made at the port of the Columbia, the locks at Astoria, it will be long, ere more than doubled. With quick and easy transportation afforded the farmer from his fields to the water, every acre of land he offered him to increase his acreage. Better transportation facilities mean better markets and better prices for his products. And this same inducement the farmer will have the benefit of the best kind of competition in the handling of his products. And this same inducement will make it possible to ship from Wasco and Klickitat counties without breaking bulk in the journey to the seacoast. And this same inducement will make it possible to have large steamers accessible to large steamers a continuous rail line effects the same result.

Within the bounds of these great water sheds there are found innumerable mines of rich ores which are in the line and also naturally find their way along the water levels to the seacoast. This heretofore has been almost impossible but with a rail-road to the seacoast, and one of the factors in the growth of this port not to be lost sight of the erection of a large smelter for the reduction of iron ores, and heretofore expected that at no distant date active measures will be taken to put these plans in operation. A smelter at the water level is needed in the Northwest, and that it will come before a great length of time is almost a certainty. In conversation on Friday afternoon with one of the gentlemen largely interested in the development of the port of the Columbia, he said: "The remarks made by Professor Lyman as to the immense territory drained by the great Columbia river, opened to me new fields for thought. It is a well known principle that traffic naturally seeks a water level for its transportation to the seacoast. Now if that report is so developed and built up that it can handle a large tonnage, and has some inducement to offer shipmasters there can be no limit to the possibilities of such a port having bulk if it is the case, the water level is as far as I am able to judge all that the people at the mouth of the Columbia have to do is to stand together as one people in their fight for supremacy, and their fondest hopes cannot fail to be realized. There can, however, be no success if a community is to be divided and factions quarrel occur where there should be unanimity of opinion. The two ends of a boat cannot go in different directions, but the whole craft must move forward at one time and in the same direction." Every aspect presented of the Columbia river port reveals new and enlarged possibilities. The field for thought and careful study is unlimited. Nature has apparently designed the mouth of the Columbia to be one of the greatest shipping ports of the world.

JOHN H. MITCHELL. Joint resolution authorizing the immediate issue of a portion of the unexpended balance of the appropriation for locks at the mouth of the Columbia river in construction of canal and locks at the Cascades of the Columbia river in construction of protecting walls necessary to the opening of said canal and locks to navigation.

Resolved, by the senate and house of representatives of the United States of America, in congress assembled, that the secretary of the interior be and he is authorized and directed to expend as much as may be necessary of the unexpended balance of appropriations heretofore made by congress for construction of the canal and locks at the Cascades of the Columbia river, not to exceed the sum of twenty thousand dollars, in construction of the canal and locks at the Cascades of the Columbia river, in accordance with the modified project presented by the board of engineers in its report of October 18th, 1884 (which report was printed in the annual report of the secretary of the interior for the year 1885, part five, pages 255 and following), as may be necessary to construct in advance of the opening thereof, such portions of the canal and locks as the contractor or contractors for completing the construction of the said canal in accordance with the present adopted project, shall deem it necessary to construct in advance of the opening thereof, and shall make no claim of any kind against the United States on account thereof. Approved, April 6, 1886.

THE CASCADE LOCKS. Letter From Senator Mitchell Advising of Their Speedy Opening.

United States Senate, Washington, D. C., April 23, 1886. Hon. J. H. D. Gray, Astoria; W. L. Bradshaw, and A. S. McAllister, The Dalles, Oregon: Gentlemen: I hasten to acknowledge receipt of yours of April 18, inclosing one to you of date April 14, from Captain W. L. Fish, Corps of Engineers, U. S. Army. I will explain matters as briefly and as fully as I can.

About the middle of March the attention of the Oregon delegation was called to the fact that something must be done by congress immediately to facilitate the early opening of the canal and locks at the Cascades. I immediately consulted with the chief of engineers for the purpose of ascertaining precisely what was necessary to be done by congress. If anything to insure their early opening. It was advised that there were between forty and fifty thousand dollars balance appropriated and unexpended, and was assured, as was the whole delegation, that if a sum not exceeding twenty thousand dollars of this amount could be made immediately available in construction on the land and river sides of the

and the upper guard gate masonry such portions of the walls proposed by the modified project presented by the board of engineers in its report of October 18, 1884, which report was printed in the annual report of the chief of engineers for the year 1885, part V, page 255, and following, as may be necessary to construct in advance of the opening of the canal to commerce, that then all locks could be completed inside of a work necessary to the opening of the month and the canal and locks opened. At the same time one of the contractors, Mr. I. N. Day, was in Washington, and in the presence of the chief of engineers, after hearing the engineers' statement, and in that view of the case, I then asked the chief of engineers to prepare a joint resolution covering the case, and my colleagues and I would get it, and the house as soon as possible. The resolution was prepared by the chief of engineers and sent to me, which I introduced, and the matter at once and promptly passed it through the senate. The resolution then went to the house, where it was introduced by the speaker of the house postponing it for some other matters. It finally passed the house some two weeks after it passed the senate on the 8th of April, see copy in

Secondly—Failed for thirty days, while involved, to satisfy the creditors of any who made advances of any of his property with intent to defraud his creditors. Thirdly—Made assignment for benefit of his creditors. Fourthly—Suffered from the effects of the sixth—Procured or suffered judgment to be entered against him, and suffered same to remain unsatisfied for thirty days. Seventhly—Suffered any of his property to be sold or disposed of, or the execution of a writ of one to be returned. No property found.

THE NAVAL BILL. Washington, May 2.—After weeks of debate which has taken a wide range, the senate today passed the bill to purchase the fleet of the United States Navy, which is now in the hands of the committee on appropriations, except the reduction of the number of torpedo boats to twelve.

THE DAMAGE SUIT. J. A. Dittman, of Spokane, Sues the Northern Pacific Railroad. The suit is for the return of \$122,000, which he says he was deliberately defrauded for \$150,000 damages which he claims to have suffered by reason of the negligence of the railroad.

MCGRAW A WINNER. Seattle, May 2.—A conservative estimate of the result of the primaries in this city shows that A. F. Burleigh has 150 delegates out of 225. C. A. Haran, a majority in the city of 12, but this claim cannot be justified from the returns. The few returns from the country precincts indicate that the two candidates are running about even.

WAR IN SOUTHWEST AFRICA. Berlin, May 2.—The government has received information that war has broken out in German Southwest Africa between the Germans and the Gaba and Hottentots. A battle has been fought, in which two German officers and six men were killed.

ABYSSINIA WANTS PROTECTORATE. Rome, May 2.—The Negus Menelik still persists in demanding a Russian protectorate over his dominions. The extreme difficulties which have been encountered in assuring a regular commissariat service is paralyzing the offensive movement of the Italian army in Abyssinia.

Highest of all in Leavening Power.—Latest U. S. Gov't Report. The best chemical compound for washing powder is "Soap Foam," as it will not "fellow the clothes," nor burn the hands. It is the best for the bath. One trial will convince

PROCEEDINGS IN CONGRESS

The House has passed the bill for a very large majority. The bill for the purpose of the House by a very large majority.

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DEATH OF THE SHAH OF PERSIA

Was Caused by the Machinations of the Elder Brother of the New Monarch. The Shah of Persia was brought about by the machinations of his elder son, Masoud Mirza, governor of Isfahan.

The second son of the deposed monarch, Masoud Mirza, who is also known as the second son of the deposed monarch, Masoud Mirza, who is also known as the second son of the deposed monarch.

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THE NEW YORK BANKER

New York, May 2.—The New York banker says that the money market is showing an expansion. The statement of the Associated Banks of New York for the week ending May 2 shows an expansion of the money market.

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