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EXCLUSIVE TELEGRAPHIC PRESS REPORT.

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NO. 82

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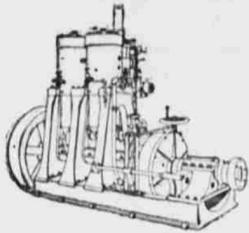
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It Is the Best, the Strongest and Longest-Lasting Twine Made...

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Dealer in Cork and Lead Lines, Hanging Twine, Leads; also, Oars, Oarlocks, Boat Cooking Utensils, Sail Drills, Paints, Boat Nails, Etc., Etc.

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Using gasoline or cheap distillate oil. Engines connected direct with propeller shaft, and no noisy, easily broken bevel gears used in reverse motion. New spark device; no internal spring electrodes to burn out. Send for testimonials. We are building these new style, self-starting marine engines in all sizes up to 200 horse power. Every engine fully guaranteed.

Hercules Gas Engine Works 405 SANSOME ST., SAN FRANCISCO

UNION MEAT COMPANY Shield Brand Hams, Bacon, Strictly Pure Lard ALL KINDS OF CANNED MEATS Guaranteed the Best in the Market ORNER FOURTH AND OLIGAN STREETS - PORTLAND, OREGON

The Columbia Iron Works ... FOUNDRYMEN ... Blacksmiths, Machinists, and Boiler-makers Corner Eighteenth St. and Franklin Ave.

Ross, Higgins & Company GROCERS and BUTCHERS ASTORIA AND EAST ASTORIA CHOICE FRESH AND SALT MEATS

R. L. Boyle & Co. Real Estate, Loans and Investments 523 Commercial Street, Astoria

Astoria Roofing & Cornice Co. 34 NINTH STREET Gravel, Tin and Slate Roofing Asphalt Paving for Basements, Sidewalks and Streets Asphalt Coating on Tin and Shingle Roofs Repairing of all kinds of Roofs

Clarkson & McIrvin Boom Company LONG FIR PILING Promptly Furnished 216 and 217 Chamber of Commerce Portland, Oregon

Astoria Asphalt & Roofing Co. All Work Guaranteed Roof Patching and Repairing Leaky Roofs. N. JENSEN and R. O. HANSEN

J. A. FASTABEND General Contractor House, Bridge and Wharf Builder--House Moving Tools for Rent

WHAT WILL BE THE OUTCOME?

New Arrangement of the Railroad Checkerboard Will Affect Astoria.

J. J. HILL AND THE NORTHERN

Dan Lamont Stated for the Presidency of the Northern Pacific--Canadian Also Supposed to Be in the Deal.

There is much concern among railroad men all over the country as to what will be the outcome of President J. J. Hill's visit in Europe. As bearing on this subject, the following from the Chicago Times-Herald will be found of unusual interest:

"A simple announcement made in this city by the Baltimore and Ohio yesterday, coupled with dispatches from New York, appearing exclusively in the Times-Herald yesterday, which indicates a very important traffic alliance between the Great Northern and the Northern Pacific, give evidence of a forthcoming deal that will attract widespread attention and have an important effect upon transcontinental business.

"The Baltimore and Ohio announces simply that it has completed traffic arrangements with the Northern Steamship Company to handle its lake and rail freight for the northwest between Fairport, Ohio, and Duluth and the Superior. This in itself would indicate an important deal for the Baltimore and Ohio in connection with its lake and rail lines, for it will give that road an entrance into the Northwest, the Northern Steamship Company being operated by the Great Northern Railroad. Heretofore the Northern Steamship Company has made Buffalo its eastern terminus, and has made eastern deliveries over the Pennsylvania railroad. Yesterday's announcement would indicate a severance of traffic relations with the Pennsylvania and the alliance with the Baltimore and Ohio.

"The New York reports are that an important traffic alliance has been made between the Great Northern and the Northern Pacific, under which these two great western trunk lines are to cease quarreling and rate-cutting and to operate under uniform rates and with a measure of economy which will answer the same purpose as a consolidation. This is based upon statements from high authority that Colonel Daniel S. Lamont has been decided upon for president of the Northern Pacific, and the appointment will be made public within a week. The selection is said to have been brought about by President Hill of the Great Northern, additional evidence that a close compact is being formed between the two companies.

"The alliance, it is stated further, is now being perfected in London by J. Pierpont Morgan, James J. Hill and Dr. Siemens of the Deutsche Bank, which is the largest holder of the bonds of the Northern Pacific, and which for some time has been strongly in favor of unity of action.

"The New York reports state further that it is probable that the Canadian Pacific will also be taken into the deal. The fact that the Baltimore and Ohio and the Northern Steamship Company have entered into a traffic alliance, however, would seem to indicate that the eastern connection of these two strong western lines will be the Baltimore and Ohio. That road has established a new lake and rail route via Fairport, Ohio, and can carry freight, lake and rail, from Milwaukee and Chicago to Newport News and Baltimore as quickly as any other line, and its service to New York is but little slower than that of competing lines. It is said, too, that the Northern Steamship Company will be able to get freight to the seaboard via Fairport as quickly as through Buffalo.

"The importance of these measures, if carried out, to the interests of Astoria, can be seen at a glance, coupled with the current reports of the appointment of T. F. Oakes as president of the O. R. & N., and the rumor, again, that that line and the Oregon Short Line are to be acquired by the Southern Pacific.

NEW STEAMER LINE. J. Homer Fritch, of San Francisco, owner of the steamer Homer, is in the city and is completing arrangements for weekly competitive service between Astoria and San Francisco. Captain N. Gilmore will be the agent at the Main street dock. This means competition in rates where none now exists. The boat will make all way ports. Thus, Baird is agent at Eureka, Butler and Schutter agents at Empire and J. A. Yokum agent at Portland.

Marseilles had a riot on the Grand theatre the other day because a number of women refused to take off their hats.

DANIEL LAMONT IS NOW SLATED

Will Be the Next President of the Northern Pacific Railway.

HILL SEEMS TO HAVE CONTROL

Marcus Daly, of Montana, for Vice-President Arranged in London With the Deutsche Bank.

New York, April 12.—A railway president of national prominence said to an Associated Press reporter today:

"Whether J. J. Hill will succeed in being the power behind the throne in the Northern Pacific's affairs, or whether he will be beaten now, as he was two years ago, when he tried to consolidate the Northern Pacific and the Great Northern systems, I can only surmise. This I do know—Mr. Hill's slate as successor next June to the Winter regime in the Northern Pacific is Daniel Lamont, ex-secretary of war, for president; Marcus Daly, multi-millionaire and well known horse breeder, for vice president, and Fred Underwood, now general manager of the Minneapolis, St. Paul and Great Northern railroad, for general manager. This was the slate canvassed in London with the Deutsche Bank stockholders."

CELEBRATED CASE

Spokane Loses Her Contention for Terminal Rates.

Seattle, April 12.—Special Master in Chancery Sawyer today filed his report in the United States district court in the Spokane freight rate case which has been pending the last five years.

The Spokane merchants contended for the same rates that were given coast terminals. Sawyer's report is against Spokane and in favor of the railroads. The merchants asked for a rate from St. Paul to Spokane of practically 82 per cent of the Pacific coast rate on articles not subject to water competition on the assumption that the shorter haul entitled them to a proportionately lower rate. This claim is controverted in Sawyer's findings by the statement that the remaining portions of the road west of Spokane were built at greater expense, than that west of the line, and yet in the long haul to the Pacific coast terminals the roads were obliged to meet water competition. The contention made by the Spokane merchants that they are met with competition from the Pacific coast terminals is not sustained, as Judge Sawyer's findings set forth that the Spokane merchants receive by the railroad and pay the railroad rates. Shipments from Pacific coast terminals to Spokane would be at a rate far less than carloads, which is much higher and would preclude an equality in competition.

MORE BRIBERY.

Topeka, April 12.—Further evidence of bribery was developed before the legislative investigating committee this afternoon. Senator Campbell, of Labette county, said that he had been approached in the senate chamber by a man who offered him several hundred dollars to vote for the Hanna stockyards bill. He refused to give the man's name. Dr. Marks, representative from Jefferson county, said he was approached by two men and that one of them said that if he (Marks), as member of the conference committee, would block the text book bill he would be given \$2,000. Senator Lupton, who also was on the conference committee, said he too was approached with a similar proposition. D. J. Hanna said that Representative Mitzler had told him he was ready to be bought by the railroads and asked Hanna to look for any chance to pick up \$100 or \$200.

WANTS A DEATH SENTENCE.

Salt Lake, April 12.—The Desert News this afternoon prints what is claimed to be a confession by J. W. Fetzer, who is under arrest, at Dillon, Mont., in which he says he killed Dr. C. H. Nichols, superintendent of the insane asylum at Washington in 1872. He says he has ten or fifteen other victims, but will not plead guilty unless he can get a death sentence.

BANKERS ARRESTED.

Chicago, April 12.—More warrants were issued for the officials of the defunct Globe Savings Bank this afternoon, and officers were sent out to arrest C. W. Palding, president; A. D. Averill, vice president, and C. C. Churchill, cashier of the institution. The officers are charged with having accepted deposits knowing that the bank was insolvent.

RAGING WATERS DO MORE DAMAGE

Lower Levees of the Mississippi Give Way Under the Pressure.

DAVIS ISLAND IS FLOODED

Missouri River Rising and Channel Changed—People to Be Prevented From Gathering in the Cities.

Memphis, April 12.—The mighty sweep of the waters south of Vicksburg has at last had its effect upon the lower levees and tonight a telegram from Tallulah, La., reports that the levee which protects Davis island has given way and that the island will in all probability be flooded. Twenty-five hundred people inhabit Davis island, which consists of about 1,000 acres of land. The place is situated in Warren county, Miss.

Throughout the upper delta the flood situation shows little change since last reports. The work of government relief has been actively inaugurated. Many people are being fed and housed at Greenville, Rosedale, Helena, Friars Point and other points along the river. The relief steamer is now plying up the St. Francis river with food and forage for man and beast.

At Helena the river has fallen two tenths of a foot in the past 24 hours. The weather observer at that point says tonight that a steady fall will be noted in the river, despite the rise at Cairo and up-river points. The Williamson crevasse has widened considerably, but the velocity of the water has abated and no further breaks are feared. At Greenville the river is stationary tonight.

THE MISSOURI.

Omska, April 12.—The Missouri river has risen almost two feet at this point in 24 hours and is now higher than at any time since 1881.

On the Iowa bottoms, north of Council Bluffs, the water is four feet deep, but is held back from the city by dikes. The big Omska and Grant smelter, and the Willow Springs distillery are only a foot above the stream tonight. Heavy rains fell in all parts of this section last night and the streams emptying into the Missouri are all running bank full again. The river here will rise for at least 24 hours longer.

This evening the river broke over into its old channel at Omska, flowing into Florence lake, which was formed when the river changed its course nearly twenty years ago. Tonight the water is pouring down through the lake and has flooded the bottoms in the vicinity. All houses in North Omska, 200 or 300 in number, are surrounded, and the inhabitants have been moving to higher ground. It is still raining here at midnight, and there is no way of telling what damage is being done in the darkness by the unruly waters.

TO RESTRAIN THE PEOPLE.

Washington, April 12.—Secretary Alger this morning sent the following telegraphic order through Adjutant General Ruggles to Captain Davis, commissary officer at Memphis, with instructions to forward the same order to all officers now distributing rations:

"The secretary of war directs you to use every possible effort to prevent the people who are receiving aid from the government from gathering in cities, for as soon as the water subsides their services will doubtless be required to move upon the levee and till the fields, and, besides, it would be a great expense to transport them back to their former homes when needed, even if they should desire to do so."

GREAT EXCITEMENT.

Lots of It, and There Is Good Cause for It All.

The Kootenai country is attracting the attention of speculators, mining men, capitalists, and all the world, because of the vast wealth of its mineral resources; but that is nothing to the excitement which arises at meal time among the passengers between St. Paul and Chicago on the Wisconsin Central Lines, where the dining car service is the best in the world and prices are reasonable. For further particulars apply to your nearest ticket agent, or address J. C. Pond, C. P. A., Milwaukee, Wis., or Geo. S. Batty, general agent, 246 Stark street, Portland, Or.

WHEAT GOES UP.

San Francisco, April 12.—Stimulated by war rumors the wheat market had a sharp advance today. In the local market there were some heavy purchasers of call board options by brokers representing large operators.

HAVE THE TURKS CAPITULATED?

Report to That Effect Concerning the Fighting at Battino.

GREEKS AIDED BY ENGLISH

Thirty Volunteers Headed By the Son of the British Admiral—Turkey and Greece Both Write Letters.

London, April 12.—A dispatch to the Evening News, from Larissa, says the fighting at Battino lasted through Saturday, and lasted all the afternoon. The Turks were reported to have capitulated. The casualties on both sides were under 100. There is no news regarding the Turkish prisoners. The insurgents, according to the dispatch, are without a commissary and are not supported by the Greek regulars. The idea of the insurgents, it appears, is to cut the Turkish lines between Macedonia and the Piraeus. It is reported that the insurgents followed the Turks to within a short distance of Greveno, and are in a fair way to accomplish their object. The Arta correspondent of the News telegraphs that the war preparations of the Greeks there are being finally perfected.

Thirty English volunteers have arrived at Arta. They include among their number Young Harris, the son of the British admiral in Cretan waters. He has offered his services to the Greek commander at Arta.

THEY WRITE LETTERS.

Rome, April 12.—It is semi-officially announced that Turkey and Greece have each addressed to the powers a statement of a pacific character in regard to the encounters on the Macedonian frontier, which are described as "mere frontier incidents."

Germany, Russia and Austria. It is further announced, have approved of the arrangements of the admirals in command of the foreign fleets in Cretan waters for the blockade of the Piraeus.

BALFOUR TALKS.

London, April 12.—Answering the question regarding the prospects of the government sending out invitations to a bimetallic conference, Mr. Balfour reiterated in the house of commons that there was nothing in the situation which would lead him to suppose that anything could be gained by Great Britain taking the initiative in promoting an international conference.

NO MORE RACING.

Lexington, Ky., April 12.—After sixty six years of continuous racing, the Kentucky association has been forced to abandon the sport. The clashing of three Cincinnati trucks with the proposed management is the cause of the suspension.

LAWYER PAGE DEAD.

Special to the Astorian. Portland, April 12.—W. W. Page, a well known lawyer of this city, died this morning from blood poisoning, arising from the removal of his palate two days ago.

WHAT PORTLAND SAYS.

Mr. R. L. Durham, vice president of the Commercial National bank, Portland, who spent Sunday in the city, with Banker Morris, of Morris & Whitehead, Denver, the Astoria bond-buyers, said to an Astorian representative that he anticipated a general improvement in business this year throughout the state, and in Portland particularly. "Business is bound to revive all over the country under the new tariff law, and we will feel its effect here. What Oregon particularly needs is dinner pal brigades—factories. The new schemes for the growing and manufacture of flax and sugar beets deserves the heartiest support of every man, woman and child in the state, and the proposed new industries at Astoria—export saw mills, dry dock, export flour mills, tinplate factory, shipyards, elevators, etc.—should be fostered by the business men of both Astoria and Portland. The new railroad will make a change in affairs, and the interests of both cities are identical, and they should work together. One will supplement the work of the other to the common good of both and there is no room for jealousies and bitter competition. Portland has money, brains and a commanding position; Astoria has many natural resources which only need development to enrich both cities. The railroad will enable the establishment of a big foreign shipping trade which will take care of all the products of Oregon and a large part of those of the Northwest, and will pass through Astoria and Portland a tremendous traffic from the Orient to the United States."

AMERICAN SHIP SAMARIA LOST

Twenty-three Days Out From Seattle Bound for San Francisco.

CAUGHT IN A SEVERE GALE

Captain McCrea Had His Wife and Two Children On Board—Other Ships Made the Trip in 11 Days.

San Francisco, April 12.—The general opinion in shipping circles is that some dire calamity has befallen the American ship Samaria, 23 days out from Seattle for San Francisco, coal laden. Several captains who started from Seattle at the same time are firmly convinced that the Samaria is at the bottom of the sea.

The master, Captain McCrea, had on board his wife and two children. The other vessels that started in company with the Samaria made the trip in 11 or 12 days. It is known that several days after the Samaria sailed she was caught in a severe gale which Captain Ryder, of the Elwell, declares was the worst he ever encountered.

PORTLAND TAX MUDDLE.

Special to the Astorian. Salem, April 12.—The supreme court today rendered a decision restraining the sheriff from collecting the special 2-mill tax levied by the city of Portland for the payment of interest charges on its bonded and other indebtedness.

It is held that under its charter the city cannot impose more than a 2-mill tax.

C. B. Bellinger, United States district judge for Oregon, was today appointed by Governor Lord a member of the board of regents of the state university at Eugene to succeed T. G. Hendricks, resigned.

BIMETALLISM.

Washington, April 12.—The president tonight announced the following appointment of commissioners for the promotion of an international agreement for bimetallic: Senator Edmund O. Wolcott, Hon. Charles J. Payne, ex-Vice President Adlai E. Stevenson.

HOLY WEEK.

Services During Holy Week at Grace Church.

Tuesday morning prayer at 9, boy choir at 4, adult choir at 7.

Wednesday morning—Prayer at 9, evening prayer and choir rehearsal at 7:30.

Thursday—Holy Communion at 11 a. m., evening prayer at 7:30.

Good Friday—Morning prayer and sermon, at 9, passion service (hour to be announced later), evening prayer and sermon at 7:30.

Easter Even (Saturday)—Morning prayer at 9, Holy baptism at 4 p. m., Easter Day—Early Communion at 6:30 a. m., midday service at 11 a. m., carol service at 6:30 p. m., Easter Communion at Holy Innocents at 9 a. m.

CARD OF THANKS.

Mr. A. B. McMillan and Mr. W. B. Painter wish to extend their heartfelt thanks to the many kind friends of Astoria and Olney and Young's River who by their presence and sympathy at the funeral at Olney, Sunday, of the late Lillie McMillan, aided in the last sad rites to the dead.

The three popular pictures in the London showwindows are those of the Queen, Mr. Rhodes and Dr. Nansen.



Celebrated for its great leavening strength and healthfulness. Assures the food against alum and all forms of adulteration common to the cheap brands. ROYAL BAKING POWDER CO., NEW YORK.