

JUST ARRIVED: Ladies' and Gents' Bathing Suits... ALSO Youths' and Men's Bathing Trunks C. H. COOPER THE LEADING DRY GOODS AND CLOTHING HOUSE OF ASTORIA.

TODAY'S WEATHER.

PORTLAND, July 7.—Oregon and Washington, fair and warmer.

All contracts for advertising in the Astorian are made on a guarantee of circulation four times larger than that of any paper published or circulated in Clatsop county.

AROUND TOWN.

Fresh buttermilk at the Parlor. Horses for sale at Gaston's stable. J. C. Rierson is over from Elsie. Ice cream 30c a quart at the Parlor. A. G. Barker is down from Portland. Artist Swope left for Portland on the train last evening. R. A. Hawkins, of Ilwaco, is in the city on a brief business trip. Many of the business houses in town are having new coats of paint. Best 15-cent meal, Rising Sun Restaurant, 612 Commercial street. Jeff's restaurant—the largest and best. A trial will convince you. The ships Franklan and Rigel are due at this port from the Orient. For rent—7-room house, nicely furnished. Apply at 635 Exchange street. Sweet cream at the Parlor, 10 cents a pint; just what you want for berries. W. N. Meserve, of Grays river, was in the city yesterday, a guest at the Occident. District Attorney Harrison Allen left for Hillsboro last night on professional business. The best and cheapest tailoring in the city at A. KILJUNEN, 522 Commercial Street. P. J. McGowan, of Chinook, arrived in Astoria yesterday. He is a guest at the Occident. A. G. Martin, E. W. Crichton and W. B. Browne, of Portland, were registered at the Occident yesterday. The British ship Wendur will cross out this morning. She carries a cargo of grain for the United Kingdom. The ships Deccan and Riversdale from Hamburg, are expected to arrive at Astoria within a few days. FOR SALE. Two choice lots, Nos. 5 and 6, block 36, McClure's addition, Enquire Frank Fabre, Seattle, Wash. The gasoline schooner Antia is lying in the lower harbor. Provided she can secure a full crew, she will cross out today for Yaquina. J. J. Law has been appointed by the O. R. & N. Co. to act as its local collector, Mr. Law's predecessor having been promoted. Roslyn coal lasts longer, is cleaner and makes less trouble with stoves and chimney flues than any other. George W. Sanborn, agent. Telephone 1311. BEST 15-CENT MEAL; RISING SUN RESTAURANT.

When you want a stylish new suit made cheap, call on A. KILJUNEN, 522 Commercial Street. A small place at Clatsop for sale or rent. Suitable for chicken ranch. Apply to A. Tagg, Parlor Candy Store. Cream Fure Rye, America's finest whisky. The only pure goods; guaranteed rich and mellow. John L. Carlson, sole agent. Remember we guarantee our ice cream to contain nothing but cream and sugar and flavor. It is fifteen cents per pint at the Parlor. On and after July 15, all barber shops in the city will remain closed on Sunday mornings. They will remain open Saturday nights until 12 o'clock. Eastern Washington's wheat crop will be 20,000,000 bushels this year. It is the largest yield since the great wheat blockade of ten years ago. The Rev. L. Walby, of Portland, will occupy the pulpit of the Norwegian Methodist church in Upper Astoria Sunday at 11 a. m. and 8 p. m. All are welcome. James Irvin, road supervisor, and C. A. Hendrickson, justice of the peace, filed their bonds with the county court yesterday in the sums of \$500 and \$1000, respectively. Roslyn coal is the best and most economical coal for household use in Astoria. Try it once and you will have no other. George W. Sanborn, agent. Telephone 1311. The county court yesterday confirmed the appointment of J. C. Clinton, G. Ziegler and S. G. Trullinger, as deputy county clerks, and R. G. Fraai and W. B. Young, as deputy sheriffs. The Pacific American Fisheries Company is installing machinery in its new cannery at Fairhaven. A great deal of the machinery is furnished by Letson & Burpee's machine shop in that city. It is reported that the Pacific Sheet Metal Works has thus far made 10,000,000 metal cans at Fairhaven since the season opened, and by November 1st will have converted 200 carloads of raw tin into 20,000,000 cans. The run of fish yesterday was much better than it has been for many days past, although the catch was by no means large. The best hauls were made on the bar, very few being caught on the upper waters of the Columbia. To those who drink whiskey for pleasure: Harper's Whiskey adds zest to existence. To those who drink whiskey for health's sake, Harper's Whiskey makes life worth living. Sold by Foard & Stokes Co., Astoria. Carl Renal, employed by Ross, Higgins & Co., is having a story and a half house erected in a very sightly position on West Bond street. The frame is now up and work is being rapidly pushed. The place when completed will cost about \$2,000. The subject at the Methodist Episcopal church Sunday morning will be "What a pleasant thing to do." In the evening the subject of the discourse will be "These men who have turned the world up side down have come hither also." According to the report made by Sheriff Liville to the county court on the delinquent tax roll yesterday, only \$23,322 remain unpaid. The total amount represented on the roll was \$14,973.22. On this \$10,077.27 was collected in cash and \$3,896.61 in warrants. Divine service at Grace Church next Sunday morning at 11 o'clock. Bishop Morris will officiate. Evening service will be omitted. Afternoon service at Holy Innocents, at 3:30. The rector of Grace Church will conduct services at Logan's hall, Seaside, Sunday morning at 11 and evening at 8. William Beasley shot a monster grey eagle on Youngs river near O. I. Peteresen's residence late yesterday afternoon. The bird measured seven feet three and one-half inches from tip to tip. Mr. Beasley has been made several offers for the eagle, but has not yet made up his mind to dispose of it. Grand Master James W. Welch, of the state lodge of Odd Fellows, will leave within the next few days on a visit to subordinate lodges within his jurisdiction. He announces visits and dates as follows: Forest Grove, July 9; Gaston, July 10; Hillsboro, July 11; Independence, July 12; North Yamhill, July 13; Bay City, July 14; Nestucca, July 15, and Tillamook, July 17.

A Wonderful Medicine. BEECHAM'S PILLS For Bilious and Nervous Disorders, such as Wind and Pain in the Stomach, Sick Headache, Giddiness, Fullness and Swelling after meals, Dizziness and Drowsiness, Cold Chills, Flashes of Heat, Loss of Appetite, Shortness of Breath, Constipation, Rheumatism, Dropsical Swellings, Pains in the Back, Stiffness of the Neck, Headache, Debility, Indigestion, and all Nervous and Trembling Sensations, etc. These ailments all arise from a disordered or abused condition of the stomach and liver. Beecham's Pills will quickly restore females to complete health. They promptly remove any obstruction or irregularity of the system. For a Weak Stomach, Impaired Digestion, Sick Headache, Disordered Liver, etc., they act like magic—a few doses will work wonders upon the Vital Organs, Strengthening the Muscular System, restoring the long lost Complexion, bringing back the keen edge of Appetite and arousing with the Rosebud of Health the whole physical energy of the human frame. For throwing off fevers they are especially recommended. These are facts admitted by thousands, in all classes of society, and one of the best guarantees to the Nervous and Debilitated is that Beecham's Pills have the Largest Sale of any Patent Medicine in the World. This has been achieved without the publication of testimonials. Beecham's Pills have for many years been the popular family medicine wherever the English language is spoken, and they now stand without a rival. 10 cents and 25 cents, at all drug stores.

Pears' Soap not only for toilet and bath but for shaving. Pears was the inventor of shaving stick soap.

Services will be held as usual in the Swedish Lutheran church tomorrow. In the morning the service will be in the Swedish language. A special service is planned for in the evening in the English language. Subject: "The Cross of Calvary was Hope, the Cross on San Salvador was Opportunity."

The members of the county court are involved in a dispute as to whether the road supervisors should be paid out of the general fund or from the receipts of their respective districts. The confusion arises over an ambiguity in the statutes. The matter will be brought up again today and will probably be finally disposed of.

Bonds were filed by the newly-elected county and precinct officers with the county court yesterday as follows: H. J. Wherity, county clerk, in the sum of \$10,000 with Martin Foard, John Fox, Frank Patton and Walter Robb as sureties; H. C. Thompson, county treasurer, in the sum of \$20,000 with D. K. Warren, J. E. Higgins, Frank Patton, E. Z. Ferguson and A. Scherneckau as sureties. Both were approved by the county court.

An afternoon paper of yesterday published a dispatch under the purported date of July 5, referring to the illness of Governor Taylor, of Kentucky, at Niagara Falls. Governor Taylor left Niagara Falls over a week ago, and the dispatch in question was sent out by the Associated Press and published in Eastern papers, from one of which it was clipped, ten days ago. This shows the "character of telegraphic" news which the paper referred to attempts to palm off on its readers as live news matter.

Miss Mary Scott, formerly leading woman for the Frawley Company, also for R. L. Stockwell's aggregation, and Lawrence Griffith, of the Mansfield and Stockwell companies, arrived in the city yesterday for the purpose of giving a dramatic performance for the benefit of the public library. The entertainment will take place at Fisher's opera house next Friday night. The leading characters will be assisted by clever local talent. Miss Scott was formerly a leading society woman in San Francisco. She has been famous for her handsome gowns and the character she will assume next Friday night will allow their display to the best advantage.

Comments have been freely made about town on the excellent showing made by the soldiers from the neighboring forts and the marines from the cruiser Philadelphia in the parade on the Fourth of July. The general demeanor and appearance of the men substantiates the oft-repeated statement that the American soldier and mariner ranks far ahead of those of other civilized countries. Superior intelligence of the American heroes, as reflected in the faces and manners of those who visited us on the Fourth of July accounts for the glorious achievements at San Juan Hill, Manila and Santiago. The statement of Admiral Schley that "the man behind the gun" deserved the credit of victory was fully demonstrated in the faces of the boys who came from the Philadelphia and the forts on the Fourth.

The government transport Lenox will arrive from Portland early today with a load of government stores, horses and mules for Kobe, Japan. As a matter of fact, the Lenox is believed to be really bound for China, as it is understood that she is to report at Kobe for orders and these are understood to be that she shall proceed to Hong Kong if the situation in China seems to demand it. The Lenox carries 570 horses belonging to the Sixth cavalry, and 100 mules. Most of the animals are campaigners, having been in Cuba and Porto Rico during the Spanish war. About 25 of the horses are recruits, and are especially for the mule drivers. The vessel also carries more forage than on her last trip, when there were between 500 and 600 horses aboard. There are also about 1000 pounds of butter and other stores needed in camps.

The St. Helens Mist makes a great roar over the failure of Columbia county officials to pay more attention to the county roads. Clatsop county, too, has some reason for complaint in this direction. The Astorian agrees with the Mist that many of the county roads would be in a fairly good condition at the present time if some provision had been made to fix small chuck holes from time to time, but as it is, these have been neglected and allowed to become impassable at these points. Where a load of gravel would have fixed several of the chuck holes if they had been attended to at the proper time, it will take several loads now to fill them, which means, of course, additional expense. In building county roads it is poor economy after fixing them to let them run down. Now that road supervisors have been elected in the districts, perhaps it will be easier to attend to fixing roads when they need

only a little work on them from time to time to keep them in good condition. This is a matter the county officials should consider with a view of having it looked after in future, for it is false economy and a detriment to good roads to spend money upon them and not make the proper provision to keep them in repair.

MANY PERTINENT QUESTIONS. William Reid Makes Some Pointed Remarks on the Local Railway Situation.

PORTLAND, Or., June 30.—[Editor Astorian.]—How is it that Astoria, in 1892, without a railway, contrasted with 1899 and a river railroad to Goble, has less manufactures of lumber and fewer foreign exports and its chief dependency is still on the salmon fisheries and canneries? I venture to say, because Astoria's present railway is wrongly located on the Columbia river instead of, as it ought to have been, through the Nehalem valley with the latter's vast resources carried to Astoria.

The present railway, with no local carrying trade or raw produce for manufacture nor logs to be carried to Astoria for saw-mills, never can build up manufacturing enterprises there. The few resources tributary to the Astoria and Goble railway are carried not to Astoria, but to the markets of Portland, and by steamers and scows at competition rates often cheaper than can be taken to Astoria.

Many Astorians will recollect that when, in 1890, they asked me to help build a road from Astoria to Goble I declined for the above reasons, stating that it would not build up Astoria as a lumber center, hence I preferred the Nehalem route, and followed it instead.

All of the Eastern lumbermen who have visited Oregon within the past few years have confirmed my judgment in this respect, and, while they unanimously favor Astoria as the great natural saw-mill site, over all others, they add that unless a local railway to Astoria is built to carry from ten to thirteen billion feet of Nehalem lumber they dare not erect permanent sawmills at Astoria for the reason that if all of Nehalem's twenty billion feet of logs could be floated down to the Nehalem bay all the year round (impossible without a railway on account of the falls), such logs would have to be handled at Nehalem bay and from thence be carried as lumber, by railway, from that bay either to Portland or Astoria. Hence your city would not get the manufacturing from these logs.

If this is true, and I fear that you must frankly admit it is, what are the Astoria people going to do about it? Wait on, year after year, Macawber like, "for something to turn up" as other cities, now dead, have done, and say "Look at our superior, natural location"? Yet all the while Eastern lumbermen are coming to Oregon, erecting sawmills elsewhere in the state and Portland is working nearly one million feet per day of sawlogs.

Remember capitalists engaged in the lumbering business do not build to own railroads, and only go where the timber and railroads are located near each other. Can Astoria give such advantages? I believe she can, because: First.—A railroad only thirty-five miles long may terminate at Central Nehalem river, and carry therefrom ten to thirteen billion feet of logs to Astoria cheaper than any other railway in the United States, while a similar railway from the other nearest city from Central Nehalem would be seventy miles and would cost double the amount. And eventually the Astoria line may be extended down to Nehalem bay and transport coal to Astoria therefrom, provided Mr. Hammond's proposed Seaside railway does not go to these coal mines at Nehalem bay.

Second.—Astoria, out of the thirty-five miles necessary, has already constructed fifteen to eighteen miles grade, consequently nineteen to twenty miles additional have only to be built to reach the Astoria city limits, while the surveys of the whole line to Nehalem river, at the mouth of the Humbag creek, are already paid for and the line accurately surveyed, re-surveyed, cross-sectioned and the cost of the work is accurately estimated from Astoria to Nehalem river, which surveys (if not already done) would take six months to any surveying corps to accomplish and consequently the grade may be constructed immediately.

Nevertheless, I do not, and would not, discourage the Seaside line to Tillamook, because it will carry to Flavel spruce and fir for ten to thirteen miles along the Necanicum, but fortunately it will never compete with the Lewis and Clark route for two reasons.

First.—Because it never can be a competitor with that line (via the Lewis and Clark summit) into the Nehalem valley proper nor carry the fifteen billion feet of logs now growing in the latter. Consequently if this line from Astoria to Central Nehalem is never to be built and leave nothing, except the timber below the falls of the Nehalem river, to reach Nehalem bay where Mr. Hammond's Seaside line may pass, or stop to carry it after they are made into lumber.

Second.—Even if Mr. Hammond's Seaside line to Tillamook be built within the next few years, or later, the local traffic thereon will be hauled, whether logs or lumber, to its terminus at Flavel alone. Mr. Hammond himself stated to me that if not carried to Flavel his company would have to charge fifty cents per ton additional when carried over his railroad bridge into Astoria proper, (I mean that trestle bridge at Youngs bay which I built, and which now belongs to Mr. Ham-

mond's company). Therefore any direct line coming from Central Nehalem would be an independent line to the east bank of Youngs bay—Astoria's limits—and save that fifty cents per ton charge, whereas if it connected with Mr. Hammond's present Seaside line at the junction at Clatsop City they would have to pay mileage rates to the west side of the bridge and fifty cents extra from the bridge into Astoria proper on each ton carried there.

In saying all this I frankly confess that my financial interests are, unfortunately, located in the old Lewis and Clark fifteen-miles grade, for which, however, Astoria should be thankful, seeing it is the very reason which compels me to fight for Astoria in getting that line completed as an independent line. Still, while I do not ask, nor do I expect, Astoria to subscribe the money necessary to complete these thirty-five miles (about \$450,000 without equipment) yet it is essential that the active co-operation and good will of three-fourth of the Astoria people be given so as to show capitalists with whom I am negotiating that Astoria proper will heartily back the enterprise and will prepare the necessary information. Without such co-operation to capitalists they would not consent to any railroad extension via the Lewis and Clark as on account of previous American railroad failures through the panic of 1892-93, and fights with other railroad corporations, capitalists are now timid about where they invest their money in railroads in future and will only do so in places where they are in harmony with the people.

WILLIAM REID.

STRIKE ON MANZANITA. Members of the Crew Refuse to Accept Government's Reduction in Salaries.

Nearly every member of the crew on the lighthouse tender Manzanita left the vessel yesterday on a strike because of a reduction of wages ordered by the lighthouse board, representing the treasury department.

The announcement of the cut was expected several months ago, but through an order from headquarters Captain Gregory was not instructed to announce the reduction until yesterday morning. When Captain Gregory read the order to the crew seven of them immediately declared that they would not continue in the service under the terms proposed and at once left the vessel.

Under the new schedule the firemen are cut from \$50 to \$45 per month, sailors and coal passers from \$40 to \$35 per month, mess boys from \$30 to \$25 per month and cooks from \$60 to \$50 per month.

Captain Gregory endeavored to secure a new crew yesterday but was unsuccessful. The new salary schedule offered by the government is considerably less than that in force among the general shipping companies and there being a demand for men the striking crew determined to hold out for the old scale or, failing in securing this, accept positions on other vessels.

An order for a similar reduction was announced on the lighthouse tender Madrona at San Francisco several weeks ago. The crew, almost to a man, "took the plank" and refused to return to the vessel and resume their duties unless the old scale was restored, which was done after a brief delay.

WHAT OUR FLAG STANDS FOR.

Wherever the American flag is raised in token of sovereignty, it stands for liberty, independence and equality. What our flag is to the nation, Hostetter's Stomach Bitters is to the individual, inasmuch as if not only gives you freedom from your ailments, but protects your system in such a manner that they cannot return. When your stomach gets out of order, causing you to belch after eating, or when you are so nervous that you toss about all night, unable to sleep, you should certainly try it, because it will strengthen your stomach, steady your nerves, and induce sound, healthy sleep, and for indigestion, constipation and biliousness there is nothing to equal it. Rheumatism is also counteracted by its direct action on the kidneys.

CIRCUIT COURT PROCEEDINGS.

C. W. Shiveley vs. Clatsop County, set for trial Saturday, July 14. N. P. Sorenson vs. J. B. Marion et al.—decree of foreclosure. E. A. Betts vs. W. B. Adair et al.—plaintiff allowed twenty days to file an amended complaint. The court then adjourned until Tuesday next.

EVENT OF THE SEASON Fisher's Opera House FRIDAY, JULY 13.

THE GREAT COMEDY "HOME" And the One-Act Play "A HAPPY PAIR"

Played by a competent company headed by Miss MARY SCOTT, formerly leading lady with the Frawley and R. L. Stockwell Companies, and Mr. LAWRENCE GRIFFITH, of the Richard Mansfield and Claitman-Stockwell Companies, assisted by prominent local talent. For the Benefit of the Public Library.

KOPP'S BEST A Delicious and Palatable Drink Absolutely Pure

The North Pacific Brewery, of which Mr. John Kopp is proprietor, makes beer bottled near for family use or kept for domestic and export trade. Beer supplied at any time, delivery in the city free.

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A BET ON CIGARS Their quality, flavor and general quality as to workmanship, etc., will win every time if the bet is placed on the celebrated American. There's enough Havana in them to start another Spanish-American war; enough right-flavored nicotine to quell all the battles of the world. The price? You don't have to guess.

WILL MADISON

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