The Daily Astorian.

ASTORIA, OREGON:

WEDNESDAY.....OCTOBER 11, 1882

ISSUED EVERY MORNING.
(Monday Excepted).

J. F. HALLORAN & COMPANY,
PUBLISHERS AND PROPRIETORS.
Astorian Building, Cass Street.

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Free of Postage to Subscribers.

Advertisements inserted by the year at the rate of $1 50 per square per month.

Transient advertising, by the day or week, fifty cents per square for each insertion.

—The Post reports the waters of Yaquina bay full of salmon.

—The Washington Territory Democratic convention meets to-day.

—Jacksonville is going to pile 100,000 bricks into a structure for county purposes.

—One of Mr. R. D. Hume's fishermen recently caught a 1¼ lb shad near Coos bay.

—Enterprising Idaho papers are issuing extras, announcing Mitchell's election to the senate.

—The Pioneer went down to the bar yesterday morning to hear what the wild waves were saying.

—Two vessels outside. What's the Pioneer doing? It isn't water that is needed on the bar. It is tugs.

—Henry Mahn, who was declared a fit subject for the lunatic asylum, goes to that institution this morning, in care of J. W. Oliver.

—According to the census of 1880, there were then residing in all parts of the United States 81,608 persons who were born in Oregon.

Judge Deady's pilot bill somewhat amended, has passed the house. Its supporters will have difficulty in convincing the senate of the justice of a measure that tries to cinch every pilot on the Columbia river.

—Yesterday was stormy. Out door work of all kinds was prosecuted with difficulty and in many cases had to be abandoned altogether. A few weeks of good weather would be appreciated by contractors and builders.

—Capt. Hustler has a "water telescope," by means of which he can see to a depth of several feet under water. Some of the "lone fishermen" on Flavel's dock think of getting one to enable them to see why they don't get a bite.

—Mr. George Myers, of West Chehalem, threshed an acre of barley on his farm near Wapato that yelded 122 bushels, machine measure, and the machine overrun 3½ pounds to the bushel, and the Register wants to know who can beat it.

—The steam yacht Edith arrived in from Coos Bay yesterday. Capt. Simpson, her owner, started for Astoria, overland, and will be here in a short time. The vessel was formerly the Brisk—W. C. Ralston's property—and was thoroughly rebuilt a short time ago by her present owner.

A sailor from off one of the vessels in the harbor narrowly escaped drowning at an early hour yesterday morning. He fell into the water at the foot of Cass street, and was rescued by officer Richardson in a most exhausted condition. He claims to have been "rolled" and afterward shoved into the water by parties to whom he made an incautious display of his wealth.

—Hon. F. C. Reed has introduced a bill in the senate to re-district the state, making a new legislative apportionment. The bill takes off Tillamook and Columbia counties from this district and gives us of Clatsop one senator and two representatives—as we should have. The basis of representation is set at 5,400 inhabitants. It is a good bill and should promptly pass both houses.

Rooms to Rent.

Furnished or unfurnished. Apply to W. B. Wilson, corner Jefferson and Cass streets.

—Wilhoit mineral water, fresh and sparkling, at F. B. Elberson's.

—That taffy of Oerkwitz's is the boss confection, and don't you forget it.

—Hallo! Where are you going? Why, to Frank Fabre's for a pan roast.

—Sweet cider, pure and fresh at J. W. Conn's.

—If you want nice fresh lard, or good sugar-cured hams, just from the country go to F. B. Elberson's bakery.

—Fruit of all kinds received by C. A. May, on every steamer. Candies, nuts, etc. Fresh novelties constantly arriving.

Salem Doings

[SPECIAL TO THE ASTORIAN.]

SALEM, OCT. 10, 1882.

There was a full house to-day, and a full vote: Mitchell got thirty-nine; Shattuck, twenty-nine; R. Williams, eight; Geo. H. Williams, two; Failing, six; M. C. George, two; Rufus Mallory, four.

Across the Street.

The changes that a few years bring is well illustrated in the matter of building sites. Years and years ago, when a good many of us who read this item were "little shavers," away back in the days when schooners loaded at Van Dusen & Brown's warehouse, at Jefferson street, Mr. Jas. Welch built a house on the lot now occupied by the new Odd Fellows' Temple, whose stately proportions now add a metropolitan air to the surroundings. At the time of building the frame house in question, there was some talk of making it a railroad depot, but that idea was abandoned for some reason or other, and Capt. Kippen fitted it up as a "Monitor" and guardian for those who took Timothy's advice in reference to a little wine for their stomach's ache. Then it was used for storing buoys for the thirteenth lighthouse district, and when in the fullness of time it was deemed needful that the growing town should have a paper, the old building was the birthplace of THE ASTORIAN, D. C. Ireland standing sponsor on that memorable occasion. The storms of twenty-five years had covered the roof with moss and the wash of the tide for that quarter of a century had made the underpinning shaky, when we first saw it, being then occupied by a crowd of yellow devils who smoked opium and did all sorts of nasty business by day and night, until one stormy morning we heard a crash and saw it sway and go down, a mass of shingles and splinters, rising and falling in flotsam and jetsam on the water.

And now the iron columns and brick walls and plate glass of a new era will stand on the old site, and dwarf by its presence a good many buildings that when new were considered to be "mighty fine."

Dr. Pierce's "Pleasant Purgative Pellets" are sugar-coated and inclosed in glass bottles, their virtues being thereby preserved unimpared for any length of time, in any climate, so that they are always fresh and reliable. No cheap wooden or pasteboard boxes. By druggists.

Music Lessons.

Miss Nora Wilson has returned from San Francisco, and is now prepared to receive a limited number of pupils in instrumental music.

A Varied Performance.

Many wonder how Parker's Ginger Tonic can perform such varied cures, thinking it essence of ginger, when in fact it is made from many valuable medicines which act beneficially on every diseased organ.

Satisfaction for Ten.

In our family of ten for over two years Parker's Ginger Tonic has cured headache, malaria and other complaints so satisfactorily that we are in excellent health and no expense for doctors or other medicines. *Chronicle.*

Two Surgeons representing the NATIONAL SURGICAL INSTITUTE of Indianapolis, Philadelphia, Atlanta Ga., and San Francisco, will be in PORTLAND, OREGON, at the St. Charles Hotel, from Nov. 2d to the 11th inclusive, prepared with an expensive outfit of the most approved apparatus, for the treatment of all cases of disease of the spine, hip, knee, ankle, crooked limbs, club feet, &c., &c. They will be prepared to make the most difficult surgical operations, including cataract, cross eyes, hare lip, deformities of the face, dividing tendons, operations for disease of the genital organs, piles, fistula, &c. A rare opportunity is offered those needing their services. Old patients especially requested to visit them.

—Mrs. E. K. Rinkers improved system of Dress Cutting by chart is acknowledged to be the best. Mrs. S. T. McKean is agent for Clatsop county, and is prepared to teach all who wish to avail themselves of the opportunity now presented. Residence, corner of Lafayette and Squemoequa Sts. Astoria.

—SHILOH'S CURE will immediately relieve Croup, whooping cough and Bronchitis. Sold by W. E. Dement.

—Shipper & Rybke, No. 11, Oak street Portland, are the boss ton tailors of the metropolis.

—Physicians' prescriptions carefully compounded day or night at J. W. Conn's drug store, opposite Occident Hotel.

—The Rev. Geo. H. Thayer, of Bourbon, Ind., says: "Both myself and wife owe our lives to SHILOH'S CONSUMPTION CURE." Sold by W. E. Dement.

—Why will you cough when Shiloh's Cure will give immediate relief. Price 10 cts 50 cts and $1. Sold by W. E. Dement.

—Are you made miserable by Indigestion, Constipation, Dizziness, Loss of appetite, Yellow Skin? Shiloh's Vitalizer is a positive cure. For sale by W. E. Dement.

—Taffy on a stick; just *too* sweet, at Oerkwitz's.

—Mr. John Rogers of the Central Market, has made arrangements to keep al he finest fresh fish, etc., in their season

—All the patent medicines advertised in this paper, together with the choicest perfumery, and toilet articles, etc., can be bought at the lowest prices, at J. W. Conn's drug store, opposite Occident hotel, Astoria.

AN ASTORIAN'S VIEWS.

SALEM, OR. Oct. 7th, 1882.

EDITOR ASTORIAN:

We see by the Oregonian of the 5th inst. that some one has seen fit to write an article for that paper (which has made itself so obnoxious to the majority of the people of this state, for the past three or four months) in regard to our pilot bill, which Mr. Reed introduced in the senate. Now, we wish to say a few words to the public, through the columns of your valuable, and highly esteemed paper, in answer to that nicely worded article, relating to our bill, which we introduced through the kindness of Senator Reed, and which the writer has seen fit to head, "A Deceitful Measure." Now, we have no doubt in our own mind, but that the Portland Board of Trade, or the member thereof who wrote that article, thinks it is "a deceitful measure," for from what knowledge gained from two or three of the members of that honorable body, while they were in this city, we do not think that there is one of them that knows enough about the pilot system at the mouth of the Columbia river to be able to say whether any measure, to regulate the same, may be deceitful, or otherwise. While the gentlemen from that body were in this city we endeavored to use them well, and thought we had done so, until we saw that article in the paper. After all the valuable information we had given them while they were here, in regard to the pilotage of both bar and river, we were very much surprised that they should go to Portland and have such an article written. Now, if the bill which we introduced in the senate is, as they say, "an ingeniously devised scheme to raise the pilotage on the bar and river," (which any clear-sighted man can plainly see that it is nothing of the kind) we would like to ask the people what the bill introduced by the Portland Board of Trade is?

But, as there are many of the people at, or near the mouth of the river who have never seen their bill, (for they were very careful not to have that bill printed in any of the papers, and were also careful that no extra copies of it should be circulated among the members of the present legislature,) we will tell the people that their bill was a *very poorly* devised scheme to blind the people of this state, and to secure to the Board of Trade, and some of the monopolists of Portland, the entire control of the commerce of the Columbia river, while the whole intent and purpose of our bill was to break up a monopoly that has existed since the first deep water ship entered the Columbia river. And until within a few years back, the Portland people could look upon the little monopoly at the mouth of the Columbia river with indifference; but now, they see that it has passed its infancy and is getting to be of too much importance for them to let it escape the grasp of their greedy fingers. We ask the Board of Trade why they did not put a tug on the bar and get up a bill to reduce the pilotage four or five years ago? The answer is plain; there was not enough money in it for them to dabble with. Now, their argument is that they do not expect to make any money by putting the new tug on the bar, but they simply do it for the benefit of the commerce of the Columbia river. How kind they are—and how kind also in reducing the pilotage on the bar and river to such a low rate that the present pilots can not make a living for themselves and families, and will consequently have to leave, and find other work, and the Portland people will then have full control. Another poorly devised scheme in their bill, is to exempt all vessels in the river pilot grounds from paying or taking a pilot which are in tow of a steam tug. Now we all know that the days of sailing ships to Portland are past, and this little scheme of theirs is to do the towing and piloting at the same time, and take the money which by rights, and by law, belongs to the pilots, and put it in their own pockets. Now the board of trade are making a great hue and cry about reducing the expenses of vessels coming to the ports of Astoria and Portland, which, if their bill passes, (but I am very much afraid it will not), will reduce the pilotage from a fair compensation (and it has never been more than that) down to a mere pittance, at which no honest man can live. So much for the reduction of pilotage. Now we wish to ask the board of trade, or any fair minded man that has seen their bill, to show us the first clause in their bill that says anything about reducing the rates of towage, either on the bar or river. Now if the pilots are making, or as the board of trade claims, will make such fortunes under the rates of their bill, we think the steam tugs and tow boats are, or will be, making too much money, and we see no reason why they are not willing to reduce the towage a little too, and thereby reduce the expenses of vessels coming here a little more. Now our experience has been since we have lived at Astoria that both ship masters and owners have been perfectly satisfied with the rates of pilotage, and we can produce the signatures of a great many ship masters that have come to the port of Astoria the past two years to verify our statement. But the great cry has been the towage is two high, and the port charges in the city of Portland are *very much* too high. And to show the people the generosity of some of the leading men there who are interested in the commercial interests of the state, and how anxious they are to reduce the expenses of ships while there, I will relate a little incident which took place there the other day. There was an American ship there which the owners, from some cause (probably the enormous port charges and towage) saw fit to order away in ballast, and before leaving, the captain was obliged to get a few hundred tons of rock for ballast and for which the generous people of Portland only charged him the small sum of $2.25 per ton. Now the cost of discharging ballast in Portland is about one dollar per ton, which the ship has to pay. There was at the same time a British vessel there chartered to load with wheat which had a few hundred tons of ballast to get rid of, and the captain of the American ship agreed with the British captain to take what ballast he wanted from his vessel, and pay the cost of discharging, which would have saved the British vessel two or three hundred dollars, and at the same time been a saving to the American ship of five or six hundred dollars. But the generous Portlanders (who so nobly advocate the reduction of the cost of vessels coming to the Columbia river by reducing the bar and river pilotage), would not have it that way for the simple reason that there would be about six hundred dollars involved in the transaction which they would not get within their grasp, consequently they made the British captain discharge his ballast on the wharf, and then sold the same to the American captain for the small sum of $2.25 per ton. How we admire such generosity in favor of commerce, and how the poor farmers will admire it too, when they know, as many of them do already know, that all such generous transactions by the Portland monopolists, come out of their pockets, and I hope that all of them that are members of the present legislature will consider all such transactions as the above, very carefully before one of them ever casts their vote in favor of the board of trade pilot bill. Now the board of trade says our bill "is unconstitutional, and neglects to provide for the important needs of commerce." We do not pretend to be lawyers, nor did we have anything to do with the drafting of the bill which was introduced. But we are somewhat surprised that the board of trade should cast such a reflection upon the Hon. Judge Shattuck, who is at the present time a candidate for United States senate, and who, in our opinion, knows just as much law as Judge Deady does. Now if the Hon. J. H. Mitchell had drawn up the bill which we introduced, and the editor of the Oregonian had written the article which appeared in that paper of the 5th inst. we should not have thought at all strange of its being called an unconstitutional measure. It does take from the board of trade the power of appointing the pilot commissioner, and thereby cuts off one of their strong points, for which their bill provides. It vests the power of appointing pilot commissioners in the legislature just as the law has provided ever since there was a pilot law, and with which the board of trade has been well satisfied heretofore. But now they wish to take the reins in their own hands and run the business to their best interest regardless of the interest of the commerce of the river, as will be plainly seen by the above. The rates of pilotage fixed by the bill which we introduced are the same as the present rates at the port of San Francisco, with an addition of one cent per ton on the register of the vessel, which will make the pilotage on a vessel coming here about ten dollars more than the rates at San Francisco, and there are more than ten ships go there for every one that comes here. The article in the Oregonian says the cry has been about the present rates of pilotage (which we have already proved to be false,) and to reduce the same was the reason for preparing the board of trade bill. Now we think if they had put a clause in their bill to reduce the towage a little, that their scheme would have worked much better; but you see the Portland people have got a tug to put on the bar now (and they have always had all the river towing to do,) and if they had reduced that they would have been the losers.

In their figures, in said article, they have been kind enough to take a ship of fifteen hundred tons register and drawing twenty-two feet of water, going out. Now we would like to ask them how many vessels have gone out over the bar drawing twenty-two feet of water? Why were they not fair enough to take the average draft of vessels, say 18 or 19 feet, at the outside? Because the figures would not have looked so large in print; that is the only reason. Now, they have been so kind as to figure up the pilotage on a vessel, let us see what effect it will have on the people who are the most interested in the matter, viz: the farmers. In an ordinary time that vessel would have to pay at least the five hundred dollars to be towed from sea to Astoria, another hundred to be towed from Astoria to Portland, one hundred and fifty dollars from Portland to Astoria, two hundred from Astoria to the sea; which makes nine hundred and fifty dollars, and the whole time needed to do the towing is not over fifty hours. A very nice little sum for the farmers to give the Portland monopolists. I believe we have said enough to open the eyes of the public, if not enough to condemn the board of trade bill, and we hope the members of the legislature and all fair-minded men, will consider their bill to be just what it is, viz: to pass a law to throw the whole commercial interests of the state of Oregon, into the hands of the Portland monopolists. I ask why they should add to that article, "that the measure should in no sense be considered a subject of contention between Portland and Astoria." Now, if there is no rivalry between Portland and Astoria, as they say, why did they mention the subject at all? Because they knew very well the public could see their gailt, and by adding that, they were in hopes to lead the readers astray. Private interests are the only things considered in the board of trade bill, and how to get the most money out of the commerce of the Columbia river, by the aforesaid monopolists, is the only result they wish to reach, and such being the facts in the case we hope the members of the legislature will look well to their own interests and to the interest of the state, and see that the board of trade bill does not become a law until they give the people some assurance that they will reduce the towage as much as they have, or wish to, reduce the pilotage; then (and not till then) we are sure their bill will pass both houses without a dissenting vote.

AN ASTORIAN.

By Univers.l Accord.

AYERS CATHARTIC PILLS are the best of all purgatives for family use. They are the product of long, laborious, and successful chemical investigation, and their extensive use by physicians in their practice, and by all civilized nations, proves them the best and most effectual purgative Pill that medical science can devise. In intrinsic value and curative powers no other Pills can be compared with them, and every person, knowing their virtues, will employ them, when needed. They keep the system in perfect order, and maintain in healthy action the whole machinery of life. Mild, searching and effectual, they are especially adapted to the needs of the digestive apparatus, derangements of which they prevent and cure, if timely taken. They are the best and safest physic to employ for children and weakend constitutions, where a mild and effectual cathartic is required.

FOR SALE BY ALL DEALERS.

Mothers! Mothers!! Mothers!!!

Are you disturbed at night and broken of your rest by a sick child suffering and crying with the excruciating pain of cutting teeth? If so, go at once and get a bottle of Mrs. Winslow's Soothing Syrup, it will relieve the poor little sufferer immediately—depend upon it; there is no mistake about it. There is not a mother on earth who has ever used it, who will not tell you at once that it will regulate the bowels, and give rest to the mother, and relief and health to the child, operating like magic. It is perfectly safe to use in all cases, and pleasant to the taste, and is the prescription of one of the oldest and best female physicians and nurses in the United States. Sold everywhere. 25 cents a bottle.

—Averill's mixed paints, the best in use, for sale at J. W. Conn,s drug store opposite Occident Hotel.

—Have you tried a stew or pan roast as Frank Fabre cooks it? Order one and you'll thank us for the advice.

—A very complete assortment of blank books, all sizes, styles and prices at the City book store.

—A large consignment of clocks just received at Adler's.

The Peruvian syrup has cured thousands who were suffering from dyspepsia, debility, liver complaint, boils, humors, female complaints, etc. Pamphlets free to any address. Seth W. Fowle & Son Boston.

FALL STOCK!

CLOTHING!

Men's, Youths' and Boys'

SUITS!

Coats, Pants and Overcoat s

SOFT AND STIFF

HATS

FALL STOCK OF

Furnishing Goods!

RUBBER COATS, UMBRELLAS, TRUNKS, SATCHELS, Etc., Etc.

TAILORING!

The largest stock of fine Foreign and American

Beavers, Cloths, Piques, Worsted, Diagonals, Cassimeres and Pilot Cloths

TO SELECT FROM.

FIT GUARANTEED!

D. A. McINTOSH,

Tailor and Clother. - Occident Block.

NOTICE THIS!

There are only two saloons in Astoria that sell the celebrated

San Francisco National Brewery Beer straight,

At Alex. Gilbert's, corner Benton and Concomly streets, and

MAX WAGNER, the Agent

For this Brewery, next door to Parker House, beer drinkers, and don't you forget it.

Beer by the keg delivered to any part of the city.

Please send in your orders.

MAX WAGNER,
Agent San Francisco National Brewery.

For Sale.

308 ACRES TIMBER LAND in T. 9 N. R. 7 West. Title good; price reasonable; terms cash.

J. O. BOZORTH,
Real Estate Agent.

KEEP YOUR

Feet Warm!

Felt Shoes and Slippers, the best quality, at $1.00 a pair, for sale by

M. D. KANT,

The Boss Merchant Tailor, Hatter and Clothier.

Oysters! Oysters!!

At Frank Fabre's; in every style. Fresh from the beds every day.

A CARD.

To all who are suffering from the errors and indiscretions of youth, nervous weakness, early decay, loss of manhood, etc., I will send a recipe that will cure you FREE OF CHARGE. This great remedy was discovered by a missionary in South America. Send a self addressed envelope to the Rev. JOSEPH T. INMAN, Station D, New York City.

The Golden Opportunity.

Every sufferer from liver complaints and constipation will doubtlessly avail themselves of the golden opportunity presented of testing the new remedy, Syrup of Figs, free of charge. Cases of long standing, which have only been agravated by the harsh, griping medicines formerly used, yield promptly to the gentle yet thorough influence of Syrup of Figs. Those who have tried it praise it highly. Trial bottles sree and large bottles for sale by W. E. Dement, druggist, agent for Astoria.

Hodge Davis & Co., Wholesale Agents, Portland Oregon.

Something New.

A. M. Johnson & Co. have made arrangements with one of the *largest* coffee and spice houses in San Francisco, for a PURE ground coffee. As this coffee is put up to order, and for them only they are enabled to guarantee it perfectly pure. First shipment to arrive in about ten days.

Spring Salmon.

Thirty half-barrels fine spring salmon for sale by J. H. D. GRAY.

Tartar

Are barnacles on the teeth; at first creamy, then crusty, then removable only by the dentist. It loosens the teeth, and makes the gums tender. Don't permit it to gather; use SOZODONT, and keep the mouth clean and the teeth healthy.

—Prof. J. F. Meyer wishes to inform the public and his pupils that he is now settled and intends remaining here. He is prepared to give music and also French lessons. Scholars practicing will find every convenience for study and improvement, at his residence. His experience renders this an opportunity which it is worth while to any one to embrace.

—For the genuine J. H. Cutter old Bourbon, and the best of wines, liquors and San Francisco beer, call at the Gem opposite the bell tower, and see Campbell.

—Carl Adler went to San Francisco on the last steamer, and upon his return will bring the largest and finest stock of fancy goods ever opened in Astoria.

—P. J. Goodman, on Chenamus street, has just received the latest and most fashionable style of gents and ladies boots, shoes, etc. Agent in Astoria for the famous Morrow shoes.

—Another fresh invoice of those nice anchovies at A. M. Johnson & Co.

—Shoalwater bay oysters: fresh every day, at Frank Fabre's.

C. H. COOPER, GENERAL MERCHANDISE.

THE IXL

C. H. COOPER!

GRAND OPENING!

—ON—

Tuesday, Oct. 3, 1882!

New Goods will be exhibited in every Department

New Dress Goods, New Velvets,
New Plushes, New Silks, New Satins

In all the new Shades.

OVER 200 VARIETIES OF

Wraps, Cloaks, Ulsters and Dolmans.

On our Fancy Counters we will display an endless variety of new goods.

In the Gentleman's Department the latest styles in

Clothing, Overcoats, Hats, Shirts,
Neck Wear and Furnishing Goods.

The public will be afforded every facility to inspect our latest importations.

Goods shown with pleasure. No importunity to buy.

Upper Town busses will stop at this store each way.

C. H. COOPER.

ASTORIA, October 1, 1882.

FALL IMPORTATIONS!

—AT THE—

EMPIRE STORE

We are receiving by every steamer new additions to our stock of

Dry Goods, Notions, Ladies' and Children's Shoes,

Suitable for the season.

Flannels, Waterproofs,
Hosiery, Blankets, Etc.

Our stock of Dress Goods, Silks, Satins, Velvets, Plushes, etc., show a large variety.

Also an elegant line of Ladies' and Children's

CLOAKS, ULSTERS,
RUSSIAN CIRCULARS,
WALKING JACKETS,
DOLMANS, ETC.

Our tables are covered with the nicest selection of Fichus, Ties, Collarettes and Fancy Goods too numerous to mention.

OUR MOTTO:

QUICK SALES AND SMALL PROFITS.

We Study to Please.

PRAEL BROTHERS.
Next Door to Pythian Hall.

ASTORIA BREWERY.

M. MEYER - - - - - - - - - Proprietor.

ASTORIA, - - OREGON.

SPECIAL ANNOUNCEMENT.

REDUCTION OF WHOLESALE PRICES.

$7 50 PER BARREL OF 30 GALLONS.

LARGE ORDERS IN LIKE PROPORTION.

Less Quantities, - - 30 Cents per Gallon
Bottled Beer, - - - $1 50 per Dozen

Special attention paid to orders from Public Houses and Families.

THE COLUMBIA BREWERY

LAGER BEER

IS SUPERIOR TO MOST, AND IS EXCELLED BY NONE ON THIS COAST

JOHN HAHN, - - PROPRIETOR.

CHENAMUS STREET, - ASTORIA, OREGON.

Orders left at the GERMANIA BEER HALL will be promptly attended to.