ASTORIA. OREGON

MONDAY ..... JANUARY 1, 1887

## ASTORIA:

## The Scaport of Oregon.

### Facts and Figures Relative to Our County.

Probably no section of the Union has a better future assured to it than this entire northwest coast. Rich in all that makes an empire great, possessing in-exhaustible resources, having natural attractions of more than ordinary merit. abubifed by a thrifty hardworking peo ple and occupying unequaled geographical advantages, it is but a question of time as to when this favored portion of our national domain will vie in wealth and importance with the older commu-nities of the Atlantic coast and Missis-

sippi valley.
It is however, the province of this article to give a brief outline of our own city and county, and in accordance with that design we begin by reference to our POSITION.

The county of Clatsop occupies a rectangular piece of territory comprising about 1,400 square miles in the extreme northwestern part of our state; lying in general, in Inlinde 46 N., longitude 123 west. Its surface is diversified, and, at present, but a very small part of it is under cultivation. Magnificent forests of hemlock and fir cover aim-tenths of the area of the county, and in this lies one of its many sources of wealth. An-other ultimate benefit in its position is the number of natural waterways, there being several navigable rivers in the county along the banks of which the principal settlements are located. On the western line, stretching along Clatdains is the oldest regular settle ment in the county, a region on which much effort has been expended, and one of the most promising sections of the State. On the Columbia river or northern line, the salmon and logging indus ern line, the salmon and logging indus-tries have created a number of settle-ments up from Astoria to the eastward confines of the county. In the central and southern parts the lack of proper communication has prevented settlers from being altracted by the valuable lands in that section, though there are several flourishing settlements within a few hours ride of this city.

## SOIL AND CLIMATE.

office as we write are wheat, corn, barley, onts and timothy of more than average yield, all the product of Clatsop county. But wheat and corn cannot be reckoned among our productions. Oats, grass hay and barley can be raised, and in great abundance. We can never expect to be a great agricultural community, but for dairy products and the raising of live stock few locali-ties present superior inducements than Clatsop county. The soil varies in different places. On Clatsop plains 'tis light and sandy; along the Columbia it. Few of the population depend y upon ranching for a living, in the summer time the great saimon fisheries furnish employment to a good many transient men of whom, every year, more and more remain. A many men are employed in log ging, generally taking up a quarter s ging, generally taking up a quarter ser-tion and in time acquiring a patient to it. There is a large amount of what is known as "tide land" in the county, which, when dyked and rectained is found to be valuable. There are also several valleys as yet unoccupied which are fully as good in point of soil, timber, etc., as those already taken. Their remoteness from lines of travel is the principal drawback to their speedy settlement, but as every season our county roads reach out farther and farther, this difficulty will, in time, be overcome.

# RESOURCES.

Caal, from and Immber are considered the three great factors in the ultimate prosperity of a commercial community. Possessing these three, in connection with the unequaled location at the gate way of the Columbia, should, when de veloped, give Clatsop county preemi-nence. Of the vastextent of timber that this county contains, the fame has al-ready gone abroad. That there are deposits of coal is an assured fact; it only remains for a railroad to cut through from the interior to demonstrate the fact that once transportation is assured the output will steadily grow from year ar. Indications point to the exis-e of iron ore in two or three parts be county, but of this notbing is as yet sufficiently known to justify more than passing mention. Prominent among our county's resources is the fishing interest. Indeed it is this that has given Astoria its start, and promises with proper care in the matter of propa-gation to be the chief factor in her pros

perity for years to come.

THE SALMON INDUSTRY.

Last season there were thirty-seven there were thirty-seven there will be thirty-nine, as follows:

Washington Territory side—Abert deen Packing Co., Hwace: John West, Higgs Harbor: Jos. Hume, Kanjaton; Filtar Rock Packing Co.; J. G. Megler, Broskfield: Columbia Camaing Co., Fisherton, (this company is now putting up a cannery at Astoria, having sold their Fisherton cannery to Jackson & Myers of Rainier): Ocean Canning Co., Rayler of Rainier): Ocean Canning Co., Rayler of Rainier): Ocean Canning Co., Rayler of Rainier): Ocean Cathlamet; Hangood & Co., Eureka: Wm. Hume, Eagle Cliff. Oregon side—Jas. Williams, Tanzy Point: Seaside Packing Co.,—a new company—the U. P. Co., Cutling Packing Co.,—the largest cannery in Eureka: To equip a first-class saw-mill at typer Astoria holds prominent place. The method of get ing out timber is rather primitive. The ing out timber is rather primitive. The bigs are cut and snaked to the water that and snaked to the water they are bunehed in a raff and towed to the mill, whence they emerge as limber ready for use. From \$55.0 to bearing price during the past season, a figure which is in excess af anything previously known in the longing business on the Columbia. The tendency is to concentrate the basiness in the bands of a few and "freezeout" the small operations. They share they share owned by San Francisco parties. To equip a first-class saw-mill at typer Astoria land grant base class they have positive assurance that they have positive assurance that they have pastive assurance that they have a company and the past of the steams and the company arrived for some anticially in a proprietors in regard to treight them to a start and starter of Astoria for Sa Farekary: Sain Edmore: The Astoria and few care to risk so much uniess Packing Co., the largest cannery in the world; J. W. Hume, George Hume, John A. Deviin, I. X. L. Co.,—a new company, Pacific Union Packing Co. Occident Packing Co., Columbia Canning Co., of Astoria—a new company—West Ceast Packing Co. A. Booth & Co. Espainted & Co. Depart Advan. Pack.

The individual who thought it a wise dispensation of providence that great West Ceast Packing Co. A. Boeth & Co. Badollett & Co., Paint Adams Packing Co., and Co., Badollett & Co., Paint Adams Packing Co., and Co., Fisherman's Packing Co., J. O. Hauthorn & Co., S. D. Adair, Anglo-American Packing Co., Ct. T. Thomes. Scandinavian Packing Co., J. W. & V. Cook of Cliffon. Jas. Quinn, just above, and Jackson & Myer's cannery as Bainter, which A. W. Berry will rum this season. The business of these canneries is conducted at Astoria; the salmon is nearly all caught in this vicinity, and shipped from here. The bulk of it goes to England, a good deal of it is taken to San Francisco on a line of steamers and there send to various Eastern points. Astoria loaded with salmon several large vessels during the season of 32. One of them—the English ship Waltheeton—Shand master, left here on the 29th of August Ior Liv-

have also loaded very large cargoes at Astoria this past senson. The disbursing of nearly \$2,000,000 for wages and supplies during the fish-ing season makes Astoria tenusually lively while it lasts. The business is concentrating at this place more and more every year, and if measures now on foot lead to the establishment of a hatchery, the salmon fisheries of the Columbia may be looked upon as a per-manent industry of Astoria. Otherwise, otherwise. At present the rule is to catch all you can and can all you catch.
The mode of extehing the fish has been published by THE ASTORIAN III iligit and sandy; along the Columbia it is is clayer, while farther to the south it is of near vertex. And remains the same as in former years. In the process of the heathful the transfer new and improve the heathful the transfer new and in the process of the heathful the transfer new and into the heathful the transfer new and into the heathful the transfer new and the heathful the transfer new and the process of the heathful the transfer new and the process of the heathful the transfer new and the process of the heathful the transfer new and the process of the heathful the nearlied new and in the process of the heathful the nearlied new and the heathful the ne previous reviews, and remains the same as in former years. In the process of net making, canning the fish and putwork any healthy man can acquire a competence and make himself comfortable. The principal industries of the county are ranching, logging and fishing. Few of the population depend wholly upon ranching for a living, are about \$100 a month, though nothing to built work any the state of the competence and make himself comfortable. The principal paid the fishermen has varied greatly in different years. Last season sixty in different years. Last season sixty in different years. This a heard lite, and a dangerous one. The average earnings are about \$100 a month, though nothing to built work any the state of the stat positive can be stated, it being some times good lack and other times good management that results in a pros-perous hand. The men that do the fishing are mostly hardy scafarers; among them may be found nearly every na-tionality, the Scandinavians being the best and the most numerous. This por-tion of the fishermen—including the Swedos, Norwegians and Danes—are a steady prosperous people. They bring their wives and families here, buy prop-erty, build homes, form societies, sup-port schoots and churches and old to port schoots and churches and add to the general wealth of the community.

A new feature which was introduced two years ago and grows larger every scason, is the building of canneries on the co-operative system, the company being composed of stockholders who are themselves fishermen and who do all the work and share the profits or losses as the case may be. The market for Columbia river salmon is unlimited.

THE LUMBERING RUSINESS. It need but be said that it gives direct temployment to 6,000 men in the summer time, and over 2,000 the year round, and brings a large amount of trade to Astoria where the cannery business is content with the summer to a great extent but in a few miles to the general government the disabilities under which the commerce of the business, until to-day, the demand is far ahead of the supply. Here, as on the northwest at present labors. The local trade of Astoria has greatly improved in the last twelve months. There is a large coast line of country, to a great extent but in a few miles.

reason of its superior quality, such a demand that it can hardly be supplied,

surely entail exhaustion. Further statistic to the good to show that rivers entirely depleted of fish have been successfully depleted of fish have been successfully and this to by means of once simple and this to by means of once simple and the repeated produce would supply the product of the good find on the part of those most interested in the matter on the Columbia. Unfortunately this very question of who is "the most interested, the state of the cannerymen themselves, constitutes a subject of discussion that up to the present time has not been satisfactorily deformined.

Last season there were thirty-sever cannot have been the river; next season formed that mong the new enterprises. There exists no adequate reason why lumber should not constitute on A. I like of communication than centain is to its one of communication than the order supply that the domestic demand is so great that the number should not constitute the milits cannot the character to us by increased ficilities of communication than centain is to its one of that the original and the positions of our own counts, and the left us in a variety of ways by purchase and traffic.

It is no common saving among contraction by the first of communication than centain increased that the office ways by purchase and traffic.

It is no common saving among contraction to be the present the milities of communication than the river of the says by purchase and traffic.

It is no common saving among contraction only get my magnificent steamers ply between the very lumber on it is not controlled the provided ways by purchased the purchase of the provided ways by purchase and traffic.

It is no common saving among contraction that the milities of communication than the like of the lated portions of communication than the like of the ways by purchase and

would, in the course of the next few years, have reason to point to Astoria as further exemplication of his theory. The location of our city is admirably adapted by nature for the site of a great commercial port; whether its possibilities are to be made manifest in our day and generation is a question largely for ourselves to answer. Upon this subject there is considerable diversity of opinion. Some hold that Astoria will one day bear the same relation to Portland and the interior of Oregon that San Francisco does to Sacramento and the interior of California. Others say that the net work of railroads now centering the net work of railroads now centering turned towards the road of which at our sister city and her present im-speak-from Forest Grove to Astoria. portance as a wealthy and enterprising metropolis will prevent any effort at rivalry on the part of Astoria, and disleft here on the 28th of August for Liv-erpool with a cargo of salmon and flour leaded at Asteria, worth \$230,112. This allow any great growth on the part of our city. Others of a more pessimistic tarn of mind say that "Astoria will never be anything but a fishing town." is the most valuable cargo that ever left any Pacific coast port in a sailing vessel bound for a foreign port. Other ships In speaking of facts as they are, facts that would exist whether publicly dis-cussed or not, we are impelled to say that off times more depends upon the citizens of a place than upon any natural or acquired advantages that the place itself may possess. We might write editorials from June to January about the necessity of improving the Columbia river bar: we might call attention repeatedly to the fact that by the laws of trade wheat afloat at Astoria should be worth just as much as wheat should be worth just as much as wheat affoat at San Francisco, and such state-ments be received as highly proper and within the bounds of sober reason, and yet one direct purchase of wheat, one direct carriage of grain from where it is raised to the ship lying at the dock here, to be loaded at and shipped from Astoria, would be more available than all the figures of speech or of facts that we could not on paper for twenty years. as a commercial people here in Oregon and Washington Territory, the Colum-bia river bar will be improved so that ships drawing twenty-six feet of water may at all times safely enter and depart. But a short time ago the commerce of the Columbia was comparatively triting; now it is of sufficient importance to justify the request we of Astoria have been making, and which the visiting board of engineers has recommended in its recently published report. Let us print a few figures. A compination of statistics from our commercial column shows that during 1880 sixty-three vessels cleared from Astoria

> cargoes that represent a cash aggregate of \$10,863,607. These figures are of thembut little reinforcement. They afford ample justification for Astoria's demand that the bar be improved. During the twelve months from January 1. 1882, to last night there went to sea

out cargoes aggregating in value, 84, 181,352. In 1881, one hundred and twen-

ty-six vessels cleared for foreign ports,

carrying cargoes across the sea aggregating in value, \$7,414,516. During the

twelve months that ended last night one

ndred and thirty-six vessels cleared

om here for foreign ports carrying

The subject of rairroads is not a profi-able theme to us of Astoria. Ever some the "Astoria land grant" has clouded the title to lands in Chatson and Wash-ington counties, all hope of gening rai-road communication via Forest Green has been a deferred one. Bills are now before the Senate and House, asking that the rands not extract by the Oregon Control Bulleting forfeited, but very little pro-peet of na ispensation of providence that great ing anything done in the matter, during ivers always flowed by large cities this session at least. We have here's would, in the course of the next few fore commented around this matter a

In regard to Astoria's relation to th the regard to Asio, as relation to he stupendous scheme which this year will see fully realized, that of completing the Northern Pacific railway, and plac-ing Oregon and Washington Territory in railroad communication with the Mississippi valley and the Atlantic coast, it is to be said that the subject is one of transcendent importance. It is the beginning of a new era. The com-pletion of the road will send a swarm of migration. In the main this will be a benefit, not a wholly unmixed one how ever. With the advance guard of every new ratiroad comes a crowd who ar not on any legitimate business an whose good in a community is best reresented by a negative quantity,

the Villard system will extend its time to a control of railroad to Astoria, simply as a matter of self-defence and aggrandizement, W. Council No. 905, A. L. O. At present that combination seems to of the order of Chosen Frien that existence of any such place. ignore the existence of any such place.
Its maps leave out all mention of Astoria, while Kalama and Ventuor,
which places could be packed away in
one coraer of upper town without being noticed are given all the prominence of capital letters on their perciricious publications, but any indication of intent on the part of the managers of the Oregon Short Line to head this way would but the O. R. & N. Co's graders at work between here and Kalama in thirty days. It is unnecessary, however, to for foreign ports; these vessels carried out cargoes aggregating in value, 84, 181,332. In 1881, one hundred and twenpremeey as a community would be the building of the seventy-five miles of railroad that would afford communica-tion between here and Washington county, especially if the road were commenced at Astoria, by A-torians with Astoria capital, and built from Astoria, to the south and cast, thes opening out a valuable portion of our country now locked up, and rendering us independ-ent of the schemes or machinations of those whose interests are inimical to

ours. THE CITY OF ASTORIA

The lumber of Oregon is famous the world over, ranking high in value. For the last thirty years there have been sawnills at various points along the river but the fluctuating churacter of the market tended to keep back any permanent development of the industry, as a load of lumber shipped to San Francisco would offilmes bring less in that port than it had cost to get it out of the linds but the fluctuating shipped to San Francisco would offilmes bring less in that there went to sea from Astoria and Fortland aggregated to the fluctuating churacter of the same period shipped to San Francisco would offilmes bring less in that port than it had cost to get it out of the linds bar, outward bound exports during 82 in weight 209,73 tons, and effect on the business and it was not till within the last decade of years that the employment to 6,000 men in the summer time, and over 2,000 the year round, and brings a large amount of trade to Astronomy the summer to measure bear to the time, and over 2,000 the year round, and brings a large amount of trade to Astronomy the proper that the summer to summer the summer the summer to summer the summer the summer the summer to summer the summer the summer the summer the summer the summer that summer the summer the summer the summer the summer the summer that summer the summer that summer the summer the summer that is of sixelf an enumer to summer the summer that summer that summer the summer that summer that summer the summer that summer that

American continent, "Make haste slowly" has been the motio of Astorians jost, and that it is a safe one to wern the growth of a municipality is ustrated by the steady and prosper-is growth of our city and the collapsed tion of other places who like the to the rable strove to equal the ox-are and learst in the vain attempt, on the other hand it may be said, there is a limit to wise conserva-and where opportunity indicates and return for outlay the occasion

Frobably no city in the Union pre-uls a more singular appearance to a ranger than does ours. The greater part of it is built on massive piles driven into the and and gravel that lines the aerth shore of the peninsula made by the Columbia and Young's rivers. Beneath the streets is the surge of the tide, and above are the sheltering hills, the site being one that combines the useful and the ornamental in an eminent degree. In Astoria there are at this writing, about nine hundred and fifty houses, a large percentage of which were creeted last season, the value of town lots and improvements is on the assessor's books \$1,120,000. Last June there were 756 votes east, which according to the usual average would indicate a popula-tion of 2.750; the city is growing both ways and in the course of time it is not outside the limits of probability to say that there will be a continuous line of whatves from Smith's point to Tongue point, a distance of seven miles which good anchorage may be for vescels; when that period of pros-perity in the shipping interests has been reached, those green crowned hills to the south will be cut away, to fill in where now the tide rises and falls, and the entire corporate limits of the city to Youngs river will be covered with more substantial structures than the present. Though as we before stated Astoria is the farthest west of any city in the American Union yet she is not behind her sister cities in the possession of claims to evidence of social culture and progressive civilization. Her churches, schools, benevolent societies, etc., well exemplify this fact. Of the former the Presbyierian congregation have just finished a very neat house of worship on Main street, comparing favorably with any edifice of like dimensions in the state; the Methodist Episcopal so-ciety of believers finished a beautiful church during the year and dedicated it o the worship of God; the Episcopai engregation have a neat gothic church which though unpretentious without, is a model of good taste within; the Ro-man Catholics have a fine, well built church on a prominent point in the city and a large following of believers; the Congregational form of faith is preached in another and, we believe, the largest church in the city; the Baptists also have a church of good seating capacity, though at present there is no resident admister of that falth located here. In

sen Friends, and one

The Astoria Fire Department is conessedly the best north of San Francis Composed of the business men of place, well officered, thoroughly taken plenty of energy and coin to have sailed for Queenstown with a cargo it attain its present high degree of development and is in a prosperous condition. The Astoria Engine Co. No. 1, the sense, No. 2, and Alert H. and L. Co. No. 1, constitute the present list; there will be another company organized during the coming agreem for additional ing the coming season for additional protection of property in the eastern protection of property in the eastern part of the city.

In writing a harreied article for a daily paper, it is impossible to do jus-tice to the many topics that present

themselves to our mind. We

would

of the new buildings creeted during the year and the manifold improvements evident on every hand, but time and space forbid. Yet we cannot ignore mention of some of the work of '82 that shows a commendable degree of prespective, it has been mentioned in a sort perity. It has been mentioned in a sort is at the gateway of the greatest water course in America, the Commbia, which descending from its lofty Rocky Moan tain source thousands of mices away cleaves through three ranges in its stately flow to the ser rising and fulling. port than if had cost to get it out of the log. This, of course, had a disastrons effect on the business and it was not till in cash value, \$15,805,305. This demonstrate himber business on the Columbia was looked upon as a money-making occupation.

Stately now to the sea the Pacific under the breathings of the Pacific under the breathing under limber busines on the Columbia was of the work. We pholen these ligares looked upon as a money-making occupation. But times change and we change with them." The enormous amount of railroad building the rapid growth of our state and increased facilities for any work with the angle of the work. We pholen these ligares lest permanent settlement in the property and afterward comes the delicate touch and the moulding into forms of shape for the most of the work. We pholen these ligares est permanent settlement in the property and afterward comes the delicate touch and afterward comes the delicate touch the moulding into forms of shape with them." The enormous amount of railroad building the rapid growth of its most of the work. We pholen these ligares to the work with the state of the work with the state of the work. We pholen these ligares and afterward comes the delicate touch and afterward comes the delicate touch the moulding into forms of shape with them." The enormous amount of railroad building the rapid growth of any the work with them. The work with them we have the delicate touch and afterward comes the delicate touch and the moulding into forms of shape was held as British soil. For many or any transfer of the work with them we have the delicate touch and afterward comes the del improvement a making mann making manrument the disne commerce of labors.

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labora.

past year there have ocen several past
and private edifices projected, some of
which are nearly completed. Of the
former class we cite the new Presbyterian church, on Main street, the Pythian
castle, on Squemoqua street, and the
Odd Fellows Temple on the corner op
posite our office. This last building

lect to provide for future supply will where Oregon immber meets ready sale. Pacific and Walkinkum counties are been "boom" in Astoria, nor has there discourse when the "talk" reases and the collection of Clerk of Classop County for the collection of Clerk of Classop County for the Year 1882. been a "boom" in Astoria, nor has there cure been any reverse. Property has steadily appreciated in value, and is to-day held at what some deem a very high figure, but yet none too high when have prospects are taken into consideration. Its position and resources are sufficient indications that it is destined to be one of the largest cities on the American comingui. "Make haste showl," has been the work of Astrians. haste lave everything all ready to light the torians one to "For this relief much thanks."

To speak of the Astoria of the future would be but to create an atmosphere in which to flap the wings of fancy. The Astoria of '82' was different from the Astoria of '81: there has been a great progress in wealth and material benefit; We beffeve that the record of the next twelve months will show a still greater degree of permanent improvement and abiding prosperity. This much may be safely said; that henest industry and fathful work are sure of their reward in our little city, and the man who to is carnestly and steadily, whether it be at the fewer or beach. the forge, or bench, or desk will see the result of his efforts in the increased happixess of himself and those whom he holds dear; and that all dishonest work and schemes that are based on injustice to others with a view solely of personal gain will not succeed even personal gain will not succeed, even when judged by the false and fleeting standards of temporary judgment. The clock is on the stroke of twelve, and so, WISHING OUR readerS A HAFPY NEW YEAR We close our labor for '82.

-1883

-Happy New Year.

- Good resolutions are in order.

-Now is the time to begin keeping diary.

-The State of California is due Young. this morning.

-D. C. Ireland came down yesterday afternoon to spend New Years among his old friends in Asto-

-A watch service was held at the M. E. church last night, and a large Mary Martin. assemblage saw "the old year out and the new year in."

that Rescue No. 2, keep open house Fannie Crosby. be in attendance. -The Rosetta has been renamed

the "Brazee," since being sold to Portland men, and now runs between Portland and "Albeenah."

-The masked ball to be given by the Rescue Jubilee Troupe, this evenas an active participant or a spectator.

gressman M. C. George from Washington was received in this city yesterday, saying that the Modoc war bill had at last passed congress. This bill Wilmi. appropriates money to reimburse the state of Oregon for expenses incurred rica Olsen. during the Modoc war .- Oregonian,

barkentine Webfoot went to sea als .. H. Starbuck is ready for sea.

went to sea yesterday afternoon. She is a German ship that lay here from the 8th of December till the 31st, ultimo. quapped, with splendid engines well she draws, when fully loaded, twenty-tonsed and tended, our citizens are six feet. She could not go out in safety ustly proud of the department. It has very season of the year that the wheat fleet desires to cross to sea.

> Lord Byron, in reference to a beau-- has been dangerously ill, but now bloom of health. By all druggists.

curred in Oregon during the past year

The maskers will enter the rink this evening by the private stage en-trance on the side street. A sidewalk has been constructed for this special occasion.

# the Year 1882.

Jan. 2 - B. F. Slevens and Fannie

Jan. 3 .- D. W. Burnside and Laura

Jan. 16.-Thos. F. Squires and Nellie Sloan.

M. Kanouse.

Hirach

Feb. 21, -- C. R. Sorensen and Frankie C. Elliott.

Elizabeth Lewis.

March 20. - John Winchell and

March 24. - William Wahlgren and Signandina Ammindson.

Francisca Ammindson.

March 29. - John Petterson and Marie Larsen.

May 5. - Robert Sinclair and Anna Obeikich.

Shea. May 23. -M. D. Staples and Emily

Nordland.

and Emma T. Morris.

to-day. Thomas and Jeremiah will June 23.-Jno. Wilson and Johanns Mattson.

West. Grannenen.

ing, will be worth attending, whether Schiack.

-A private dispatch sent by Con-

-Several more captains were made happy yesterday by being given an opportunity to eat their New Year's dinner at sea. The Empire, Stonewall Jackson, Kylemore, Fritz, Lake Ontaris and Zoila crossed out; the The rest of the Sand island fleet will probably go out to-day. The Wni.

# An Editorial on the Bar.

The Fritz is among the vessels that affairs that seldom occurs during the Routijo.

tiful lady, wrote to a friend-"Lady like to speak at length of our Astoria like to speak at length of our Astoria Chamber of Commerce, of the work it has done, of our public and private enterprises, of our own effort to make a daily paper—the tarthest west of any daily newspaper in the United States—

Oct. Walket killing, and avoid being killed by taking Dr. R. V. Pierce's "Faverite Oct." taking Dr. R. V. Pierce's "Faverite Prescription," which banishes feminine weaknesses, and restores the Mary A. Van Dusen.

# New Year's Oregonian.

Any one desirous of procuring the New Year's number of the Oregonian containing the most elaborate review of all the notable events which have ocas well as the most complete commercial statistics showing the increase of all branches of our home industries, can obtain copies by applying to E. C. Holden,

M. Taylor.

R. Lamley.

Feb. 1. - Robert Miller and Libbie

Feb. 4. - Carl Adler and Laura

Feb. 7 .-- W. M. Kyle and Christina

Bodaing. Fab. 13.—Henry Benson and Emma

March 10. - Adolph Baker and

March 20. - Olye Hansen and Mary

Henrietta Butts.

March 24. - Charles Anderson and

May 6.-O. P. Graham and Nellie

May 23. - f. W. Eaton and Maria

J. Arrigoni. June 6. - Andrew Petersonland Brita

June 9.- Lewis Abercombie and June 10. - John A. Montgomery

June 21,-Jas. E. Ferguson and -We are requested to announce

> July 3 .- F. W. Cushing and V. F. July 10. - John Grannel and Ida

July 24. - Eugene Sanguinetti and Nellie Harrington. July 27. - Jos. Cole and Alice Van July 27-Wm. Nelson and Maggio

Cook. Aug. 4-Severin Hansted and Nora Amundson. Aug 7-Martin Johns n and Annie

Aug. 7-Otto Peterson and Fred-

Aug. 12 -- Martin Carlson and Eda Ekland. Aug. 12-Thos. F. Squires and

Nellie Sloan. Aug. 26-Jas. F. Kindred and Lavina Dean.

Aug. 29-Chas. Gelles and Annie Aug. 31-F. W. Jaentsch and Letitia Fabre.

Sept. 1-Gabriel Canvonen Sara Hovini. Sept. 12-C. B. Martin and Florence E. Brown.

Sept. 12-Anthony McFarland and Mary Brady. Sept. 15-Jon Tokala and Tina Juntilla.

Sept. 21-Andrew Anderson and Sophia Haupeat, Sept. 16-W. H. Herren and Mary I. Welch.

Sept. 21-Gust. Saigau and Beed Sept. 26-J. C. Ross and Sarah J.

Sept. 28-Tollef Helgesen and Jennie Johnson. Oct. 3-0. B. Wird and Lizzie

Hall.

Oct. 9- John Hendrickson and Ida Walker. Oct. 18-D. A. McIntosh and

Oct. 19-Jacob Moore and Eliza beth Potsalainen.

Oct. 20-William Thompson and Castella Marten. Oct. 24 -E. Munson and Hilda

Hartman. Oct. 24 -A. M. McKay and Barbara Sutherland. Nov. 19-Jos De Pesquala and Elizabeth De Anges.

Nov. 15-N. A. Forsberg and Charlotte Lindgren. Nov. 20 -J. W. Naies and Sarah

Briody . Nov. 21-Richard Welcome and Theresa Mister.

Dec. 2-Thaddeus S. Barr and Pheba A. Major. Dec. 15-P. O. Hara and Jennie

Siferte Dec. 16-Edward Griggs and Barbara Young Dec. 22-G. W. Lounsberry and

Dec. 26-Leander Anderson and

Laura M. Sherman.

Tilda Kienno.

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