The Daily Astorian.

Vol. XIX. Astoria, Oregon, Saturday Morning, June 16, 1883. No. 67.

THE MAN OF THE FUTURE.

A Forbidding Prophecy

The man of the future—that mysterious being who will look back across a dim gulf of time upon imperfect humanity of the nineteenth century with just such kindly and half incredulous scorn as we now condescend to bestow upon our club-wielding, ape-like ancestors—will be a toothless, hairless, slow-limbed animal, incapable of extended locomotion. His feet will have no division between the toes. He will be very averse to fighting, and will maintain his position in the foremost files of time to come solely upon the strength of one or two convolutions of his brain. This may seem to be poor prophecy; but it differs from most prophecies in being a more logical deduction from accomplished facts.

The different parts of the human frame as it exists now have been evolved or modified by the action of the two great principles that have always regulated the development of species. Every organ and every ornament that man possesses has been acquired by natural or sexual selection, and when either of these forces is weakened or removed, or when the necessity for such organs or ornaments is no longer sufficient to counterbalance the loss of the power employed in their production, then they commence at once to disappear. This is the case with human teeth. The early ancestors of man were furnished, as the male gorilla is to-day, with magnificent grinding teeth for crushing hard fruit, and huge canines for fighting with other males for the possession of females. A trace of this remains in the more powerful dentition of savage races, who stand a short distance nearer to our common ape-like ancestors. Civilized human beings, on the other hand, have absolutely no use for canine teeth, which are therefore found to be small in proportion to the civilization of their possessors; and for the rest of the teeth, they are eminently unsuited for the work they have to perform. This is sufficiently plain from their decay, and the artificial means which have to be employed in order to retain them even to maturity. The so-called "wisdom teeth" are even now being lost. They are the last to appear and the first to go, and even while we have them they are unemployed. The rest will probably follow them two at a time, and their places will be supplied, no doubt, by a hardening of the gums, which cannot fail to be incomparably more convenient and suitable to the viands of life.

Long hair, beard, mustache and whiskers are all sexual ornaments acquired by man to charm and allure the opposite sex, just as the canine teeth were acquired to fight for a similar purpose. But neither is sexual selection so powerful now, nor are these hairy ornaments so important as they used to be. Marriage is no longer settled by the strength or magnificent hairiness of the suitor. Wealth will cover the bald head; intellect is more valued than whiskers, and the length of rent-roll counterbalances the shortness of a beard. A woman, too, who has but a scanty supply of that ancient "pride of a woman"—long hair—can eke it out by fraud and art, nor need she go unwedded on that account. Neither men nor women, therefore, who happen to be ill-furnished with hair are now, as formerly, handicapped in the race of life, and unlikely to leave children to inherit their defects. On the other hand, they gain a distinct advantage at the outset, inasmuch as no vital force is in their case wasted in the production of useless ornaments. There is, moreover, a mysterious law of correlation of growth between the hair and teeth. Throughout the animal world strong and luxuriant hair is accompanied by regular and durable teeth; and a hairless breed of dogs exists which is equally conspicuous for the absence of its teeth. Hence, it might have been expected that civilization would affect the hair as much as the teeth, and infallibly tend to suppress all hirsute adornments as not being sufficiently necessary to the welfare of the individual to repay the cost of their production. Experience confirms this view; for, as the teeth are small, soon lost, and two of them, at least, capricious in appearance, so bald heads in the prime of life, smooth cheeks and beardless chins among men, and women conspicuous for their absence of natural locks, are common in civilized countries; while savage tribes, who have more lately left, or still remain in, that state of society in which individual strength and social ornament are demanded by the principles of natural and sexual selection, have stronger teeth and retain more of their original wealth of hair.

With respect to his locomotive limbs, civilized man has lost some faculties and is losing others. The prehensile power of the great toe, inherited from our ape-like ancestor, and still obvious in human embryo, is retained in part by savage races; but of necessity lost by those human beings who habitually inclose their feet in the boots and shoes of civilized life. Indeed, the separation of five toes under such circumstances is no longer necessary, and will not permanently survive. Already the percentage of persons who have two or more of their toes united throughout their length is surprisingly large.

In that particular form of endurance, again, which enables men to travel long distances on foot, the savage is, as was to be expected, immensely superior to his civilized brother. And increased facilities of artificial locomotion, by rendering the use by the latter of his lower limbs more and more necessary, will reduce them in time to comparatively rudimentary condition. Finally, the readiness of our ancestors, and of our savage contemporaries, to fight with one another is no longer profitable, but absolutely pernicious, in the struggle for civilized existence. There is no necessity nowadays for frequent personal combats and struggles of life and death. On the contrary, a man who is violent and pugnacious will, as a general rule, be more often imprisoned or slain in the prime of life than his more pacific neighbors, and will therefor leave fewer children to inherit his fighting spirit. Thus the constant process of elimination of combative men will continue, without any compensating advantage in the struggle for existence arising as heretofore from success as a warrior. The man of the future, therefore, will not only be toothless, bald-headed and incapable of extended locomotion with his imperfectly developed feet, but he will be particularly averse to engaging in personal conflict—a love of peace at any price.—*Nineteenth Century.*

The story comes from Washington that a few days ago, when a $1200 employe of the senate died, Sergeant-at-Arms Bright received an application for the vacancy. Col. Bright read the recommendation, and said at once: "Very well, you can have the place." The applicant was very much astonished, and asked, "When can I take hold?" "You can begin to-day," said Col. Bright; "but let me explain the situation. You see when St. John was buried it left his $1,200 place vacant. The next man under him, a very capable one, receiving $900, was promoted. A laborer next below him receiving 720, stepped into the 900 place, and a man under him was then lifted a little, and so on through the whole list, until the place really left vacant by the death of Mr. St. John is a place in the stable to curry horses at $1 a day; you can have that and begin work at once." The applicant withdrew.

The Drawbacks of Life in Mexico.

Mexico is no place for penniless adventurers. They are a drug in the local market already. Of course a man of money can come here and make or lose, according to his luck, foresight, and experience, as in other countries; but I am speaking of men who propose to begin on the bottom round of the ladder and climb to the top by their wits. Such persons generally fall off altogether instead of getting up. To begin with, a stranger is handicapped by the language, which he must acquire before he can amount to much. Then the thin air makes hard work harder, and he some day finds himself breaking down. Meanwhile he is surrounded with temptations not only to positive immoralities, but to all sorts of self-indulgences, which make him a shipshod character. Wages are very little higher than for corresponding work at home, and living is much higher and not so good. A young man cannot get decent board and lodging short of $40 a month, and everything else in proportion. In short, a man doesn't want to come to Mexico who can make a living in the States, and a man who can't make a living there certainly cannot here.—*New York Sun.*

The Grant county, Or., *News* prints a few facts which suggest an industrial moral. It says: "Freighters are already hauling the wool to The Dalles at 2½ or 3 cents per pound. At The Dalles it will pay storage, carting and commission; the process will be repeated at Portland and perhaps at San Francisco. It will pay insurance, a liberal freight to the various railways and steamship companies that transport it. Likely it will go to New England, be made into clothing, and after returning across the continent and paying a profit to a dozen dealers, in addition to the same freight, etc., as on its first trip, will be sold to its first owner at about seven times the price he received for it. It is evident that a woolen factory will not pay in Grant county.

ROYAL

BAKING POWDER

Absolutely Pure.

This powder never varies. A marvel of purity, strength and wholesomeness. More economical than the ordinary kinds, and cannot be sold in competition with the multitude of low test short weight, alum or phosphate powders. *Sold only in cans.* ROYAL BAKING POWDER Co., 106 Wall-st. N. Y.

King of the Blood

Is not a "*cure all*," it is a blood-purifier and tonic. Impurity of the blood poisons the system, deranges the circulation, and thus induces many disorders, known by different names to distinguish them according to effects, but being really branches or phases of that great generic disorder, **Impurity of Blood.** Such are *Dyspepsia, Biliousness, Liver Complaint, Constipation, Nervous Disorders, Headache, Backache, General Weakness, Heart Disease, Dropsy, Kidney Disease, Piles, Rheumatism, Catarrh, Scrofula, Skin Disorders, Pimples, Ulcers, Swellings, &c., &c.* **King of the Blood** prevents and cures these by attacking the *cause*, Impurity of the blood. Chemists and physicians agree in calling it "the most genuine and efficient preparation for the purpose." Sold by Druggists, **$1** per bottle. See testimonials, directions, &c., in pamphlet, "Treatise on Diseases of the Blood," wrapped around each bottle.

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Buffalo, N. Y.

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Cleaning Repairing.

NEAT, CHEAP AND QUICK, BY

GEORGE LOVETT.

Main Street, opposite N. Loeb's.

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THE GREAT GERMAN REMEDY.

FOR

RHEUMATISM,

Neuralgia, Sciatica, Lumbago, Backache, Soreness of the Chest, Gout, Quinsy, Sore Throat, Swellings and Sprains, Burns and Scalds, General Bodily Pains, Tooth, Ear and Headache, Frosted Feet and Ears, and all other Pains and Aches.

No Preparation on earth equals ST. JACOBS OIL as a *safe, sure, simple* and *cheap* External Remedy. A trial entails but the comparatively trifling outlay of 50 Cents, and every one suffering with pain can have cheap and positive proof of its claims.

Directions in Eleven Languages.

SOLD BY ALL DRUGGISTS AND DEALERS IN MEDICINE.

A. VOGELER & CO.,
Baltimore, Md., U. S. A.

A Victoria, B. C., special says: The sealing season on the west coast of Vancouver Island is finished. It has not been up to the average of former years, as the catch will not exceed 2,500 seals. Prices rule low, at from 75 cents for small skins to $4 for the largest. The average being estimated at $3 each for the total catch. A fortnight since, twenty-one Indians were drowned off the sealing grounds, in venturing too far in their canoes. Previous to this, twenty-one Indians were drowned from the same cause, making a total during the season, of forty-eight lives lost. The American schooners had worse luck than the British fleet. There are plenty of seals, but the weather was too rough.

SYMPTOMS OF A DISEASED LIVER.

Pain in the right side, under edge of ribs, increasing on pressure; sometimes the pain is on the left side; the patient is rarely able to lie on the left side; sometimes the pain is felt under the shoulder and is sometimes taken for Rheumatism in the arm. The stomach is affected with loss of appetite and sickness; the bowels in general are costive, sometimes alternating with laxity; the head is troubled with pain, accompanied with a dull, heavy sensation in the back part. There is generally a considerable loss of memory, accompanied with a painful sensation of having left undone something which ought to have been done. A slight, dry cough is sometimes attendant. The patient complains of weariness and debility; he is easily startled; his feet are cold or burning, and he complains of a prickly sensation of the skin; his spirits are low, and, although he is satisfied that exercise would be beneficial to him, yet he can scarcely summon up fortitude enough to try it.

If you have any of the above symptoms, you can certainly be cured by the use of the genuine DR. C. McLANE'S LIVER PILLS.

When you buy **McLane's Pills**, insist on having DR. C. McLANE'S CELEBRATED LIVER PILLS, made by **Fleming Bros.**, Pittsburgh, Pa.

If you can not get the genuine DR. C. McLANE'S LIVER PILLS, send us 25 cents by mail, and we will send them to you.

FLEMING BROS., Pittsburgh, Pa.

NEVILLE & CO.

Pacific Net and Twine Co.

SAN FRANCISCO, April 11th, 1883.

DEAR SIRS:

For general convenience, we have sent a supply of **No. 30, 12-ply Genuine Scotch Salmon Net Twine,** to the care of A. M. JOHNSON & CO., Astoria, which will be sold at low enough figures to make it an object for all net menders to use it for repairs, in place of the more costly No. 40, 12-ply.

Fishermen who have heretofore used this grade of twine for repairs, claim that the durability of the patch is equal to the balance of the net, after the latter has had a few weeks use. We think it will be money in your pocket to try it. For prices and samples apply to

A. M. JOHNSON & CO.,
Astoria.

Neville & Co. Sole Agents, 31 and 33 California St. } San Francisco.

THE

ASTORIA STEAM LAUNDRY

Is now ready for business.

YOUR PATRONAGE.

Is most respectfully solicited.

ALL WORK DONE IN A SATISFACTORY manner at living rates.

All reasonable repairs made free of charge.

Garments of all kinds will be repaired at fair prices, if so requested.

WM. McCORMICK.

SHIPPING NOTICES.

Columbia Transportation Co.

FOR PORTLAND.

(FAST TIME.)

The popular steamer

FLEETWOOD,

Which has been refitted for the comfort of passengers will leave Wilson and Fisher's dock every

Monday, Wednesday and Friday at 6 A.M., arriving at Portland at 7 P. M.

Returning leaves Portland every

Tuesdays and Thursdays at 6 A. M. Arriving at Astoria at 1 P. M.

An additional trip will be made on

Sunday of Each Week,

Leaving Portland at **9 o'clock Sunday Morning.**

Passengers by this route connect at Kalama for Sound ports.

U. B. SCOTT, President.

Steamer "Quickstep,"

W. H. HORSON, - - - MASTER

Is ready for charter, for freight, towage, or excursion parties.

Can be found at Coleman's dock. For further particulars apply to

WM. T. COLEMAN & Co's Agency.

Astoria and Portland.

Str. WESTPORT,

F. H SHERMAN, - - - MASTER

Will make regular trips to Portland and Astoria, leaving Burnell's dock, foot of Morrison street, Portland, at 6 A.M. Saturdays.

And will leave Wilson & Fisher's dock, Astoria, at 6 A. M. Thursdays.

☞Freight carried at reasonable rates.

Steamer "RELIC."

WILL MAKE TRIPS AS FOLLOWS:

To YOUNGS RIVER, Mondays, Wednesdays and Saturdays.

Special trips as required.

Will leave Wilson & Fishers wharf at **9 o'clock** sharp, each morning.

LEWIS G. HAAVEN, Upper Astoria, Master.

REGULAR STEAM PACKET.

"Daisy," and Barge.

Will leave Astoria, from Gray's Dock,

For Olney, and Head of Youngs River, On **Tuesdays, and Fridays, at 8 A. M.** Returning same day.

For Landings on Lewis & Clark's River, On **Wednesdays, at 8 A. M.,** Returning same day.

For Fomner's Camp, On **Fridays, at 5 P. M.,** laying over night at the Camp, will leave for Astoria, on **Saturday, at 8 A. M.**; Returning will leave Astoria, **at 3 P. M.**

☞For Freight or Passage, apply on board, or at Gray's Dock, where Freight will be received and stored, if necessary.

J. H. D. GRAY.

A.M. JOHNSON. C. H. STICKELS.

A. M. JOHNSON & Co.,

Dealers in

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CROCKERY & GLASS WARE.

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Paints, Oils, Varnishes, Glass, Putty, Artists' Oil and Water Colors, Paint and Kalsomine Brushes.

Constantly on hand a full and choice stock of Staple and Fancy Groceries **Only the Best** kept.

Our stock of **Crockery and Glass Ware** is the **Largest** and most Complete Stock ever opened in Astoria.

Consisting of

Tea and Dinner Sets, Toilet Sets, Glass, Fruit, and Water Sets, Bar Fixtures, Ale Mugs, Ponies, Rustic Bottles Goblets, Tumblers Lemonade Cups, &c., &c.

Everything sold at Lowest Living Rates.

Quality Guaranteed.

An Examination will more than repay you.

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JOBBERS IN

WINES, LIQUORS,

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CIGARS.

AGENTS FOR THE

Best San Francisco Houses and Eastern Distilleries.

Tumblers Decanters, and All Kinds of Saloon Supplies.

☞All goods sold at San Francisco Prices. MAIN STREET,

Opposite Parker House, Astoria, Oregon.

Barbour's

No. 40 12-Ply

SALMON TWINE!

CORK AND LEAD LINES,

SEINE TWINES.

A Full Stock Now on Hand.

HENRY DOYLE & CO.,

511 Market Street, San Francisco.

Sole Agents for the Pacific Coast.

TRANSPORTATION LINES.

Oregon Railway & Navigation COMPANY.

OCEAN DIVISION.

On and after April 1st, 1883.

Ocean Steamers will sail from San Francisco and Portland **every three days.** Leaving Spear St. wharf San Francisco, at 10:00 A. M., and Ainsworth Dock, Portland, at Midnight.

Through Tickets sold to all principal cities in the United States, Canada and Europe.

River and Rail Division.

On and After March 18, 1883.

RAIL DIVISION.

Trains leave Portland for Eastern points, at **7:20** A. M. Sundays excepted.

RIVER DIVISION (Middle Columbia).

Boats leave Portland for Dalles at **7:00** A. M.

ALSO:

Leave Portland for	Mon.	Tu.	We.	Thu.	Fri.	Sat.
Astoria and lower Columbia	6 AM	6 AM	6 AM	6 AM	6 AM	6 AM
Dayton, Or.	7 AM		7 AM		7 AM	.....
Salem	6 AM	.....		6 AM		.....
Corvallis	7 AM		7 AM		7 AM	
Victoria, BC	6 AM	6 AM	6 AM	6 AM	6 AM	6 AM

Leaves Astoria for Portland at 6 a. m. daily except Sunday.

Astoria to Portland.

FAST LINE.

Steamer **Wide West** will leave Astoria for Portland, **1 P. M.**

Returning, leaves Portland for Astoria, **5 A. M.**, daily, Wednesdays excepted.

Pullman Palace Cars running between Portland, Walla Walla and Dayton.

JOHN MUIR, Superintendent of Traffic
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WINTER SCHEDULE.

Astoria to Forts Stevens, Canby, and Ilwaco,

Connecting by Stages for Oysterville and Olympia.

Until further notice the Ilwaco Steam Navigation Co's steamers

GEN. MILES, OR GEN. CANBY

Will leave Astoria

On Mondays, and Thursdays, at 7 A. M.

FOR

Fort Stevens, Fort Canby, and Ilwaco

ON

Tuesdays, Wednesdays, Fridays and Saturdays.

The steamer will leave Astoria at 9 A. M. as formerly, not being confined strictly to schedule time.

Fare to Fort Stevens.....50cts
" " Canby and Ilwaco.....$1 00

☞Ilwaco freight, by the ton, in lots of one ton or over, $3 00 per ton.

☞For Tickets, Towage or Charter apply at the office of the Company, Gray's wharf, foot of Benton street.

J. H. D. GRAY, Agent.

Oregon & California R.R Co

On an after May 13, 1883, trains will run as follows, DAILY (Except Sundays),

EASTSIDE DIVISION.

Between PORTLAND and GLENDALE

MAIL TRAIN

LEAVE.		ARRIVE.	
Portland	7:30 A. M.	Glendale	10:25 P. M.
Glendale	1:00 A. M.	Portland	4:25 P. M.

ALBANY EXPRESS TRAIN.

LEAVE.		ARRIVE.	
Portland	4:00 P. M.	Lebanon	9.20 P. M
Lebanon	4:45 A. M.	Portland	10:05 A. M

The Oregon and California Railroad Ferry makes connection with all Regular Trains on Eastside Division.

WESTSIDE DIVISION.

Between Portland and Corvallis

MAIL TRAIN

LEAVE.		ARRIVE.	
Portland	9:00 A. M.	Corvallis	4:30 P. M
Corvallis	8:30 A. M.	Portland	3:20 P. M

EXPRESS TRAIN

LEAVE.		ARRIVE.	
Portland	5:00 P. M.	McMinnville	8:00 P. M.
McMinnville	5:45 A. M.	Portland	8:30 A. M.

Close connections made at Glendale with the Stages of the Oregon and California Stage Company.

☞Tickets for sale at all the principal points in California and the East, at Company's Office.

Corner F and Front Sts., Portland, Or.

Storage will be charged on freight remaining at Companys Warehouse over 24 hours.

Freight will not be received for shipment after 5 o'clock P. M. on either the East or West side Division.

J. BRANDT, Gen'l Sup't.
R. KOEHLER, Manager.
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Shoalwater Bay Transportation Co.

SUMMER ROUTE.

Astoria to Olympia,

Touching at

Fort Stevens, Fort Canby, Ilwaco, North Beach, Oysterville, North Cove, Petersons Point, Hoquium, Montesano,

And all points on Shoalwater Bay, and Gray Harbor.

Strs. GEN. MILES, or GEN. CANBY, } On Columbia River.
" GEN. GARFIELD " Shoalwater Bay.
" MONTESANO " Gray's Harbor.

Connecting with Stages over Portages.

Leave Astoria for Olympia, at - - 7 A. M. On Mondays, Thursdays and Saturdays, arriving at Montesano the day after leaving Astoria—through trip in 60 hours.

Leave Olympia for Astoria on same days.

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1845. 1882.

NEW YORK LIFE.

Assets	$50,[illegible]
Surplus	1[illegible]
Income	1[illegible]
Paid Death Losses, Annuities, Endowments, etc. in 1882	[illegible]
Increase in Insurance	19,[illegible]

☞For further particulars, apply for Annual report at the office, **64 and 66 FRONT STREET, PORTLAND, OR.**

DONALD ROSS,
General Agent for Oregon and Washington Territory.

We, the undersigned, take pleasure in declaring our unqualified confidence in the financial ability and integrity of this company, and thorough reliability of the agent:
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Boats of all Kinds Made to Order.

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—AND—

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A specialty made of repairing

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Boiler Work, Steamboat Work and Cannery Work a specialty.

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Nails, Copper Nails and Burrs,

Shelf Hardware, Paints and Oils

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TROPICAL AND DOMESTIC

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☞Office in Pythian Building. Rooms 11 and 12
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RESIDENCE—Over J. H. Thomas' Drug Store.

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Rooms in Allen's building up stairs, corner of Cass and Squemoqha street.

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Chenamus street, - - ASTORIA, OREGON

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Room 11, Odd Fellows Building, Astoria, Or.
Gas administered for painless extraction of teeth.

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GROCERIES, FLOUR, AND FEED,
Hay, Oats, Straw, Wood, Etc.
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