

The Daily Astorian.

ASTORIA, OREGON: TUESDAY, JUNE 19, 1888

—Harry L. Wells, representing the West Shore is in the city.

—The A. B. Field will leave for Tillamook next Saturday.

—A large fire is reported in the timber back of St. Helens.

—The road from Ilwaco to Seaview is reported in good condition. The Sea View house is now open for visitors.

—Boroth & Johns have some finely executed maps of the city drawn on a scale of one hundred feet to the inch.

—The Astoria and Winnemucca railroad company will hold their annual meeting in this city on the 5th of next month.

—The Rogers all-star dramatic company will open at Liberty Hall for a brief season, beginning next Monday, the 25th inst.

—J. G. Ross has refitted the Pioneer restaurant, and is prepared to accommodate the travelers and permanent boarder.

—The usual Chinese chimney called out the department at nine o'clock last Sunday morning. This time it was on Main street.

—The Gen. Miles will leave for Gray's harbor at 6 o'clock this morning. Read the revised edition of the I. S. N. Co's time table.

—Boat No. 6, of the Scandinavian Packing company, is missing since the 7th inst., and fears are entertained for the safety of the crew.

—The State of California is due this morning. She has the usual large freight and passenger list. On board is \$25,000 worth of opium.

—F. W. Stechhan writes us that he will play Courtwright & Hawkins minstrels in Astoria, immediately after their Portland engagement is filled.

—The first through train from St. Paul over the Northern Pacific arrived at Helena, M. T., at 8.30 P. M. last Saturday. Time from St. Paul sixty hours.

—The latest railroad yarn is that "an advertisement will soon appear for ties." It comes from the same source as similar canards and is wholly without foundation.

—Further additions have been made to the Oregon state militia, and in case the Franco-Chinese war extends to this side of the Pacific we are not entirely defenseless.

—Hansen Bros. have been awarded the contract for the mill work, fittings etc., of the new schoolhouse for \$6,385. There were two other bids from Portland firms, one for \$6,750, the other, \$6,391.

—Mr. Alfred Tozier, and Mr. Stinson, two "types," are in the city, representatives to the I. O. G. T. lodge. Mr. Stinson has one of the finest job offices in the state. Mr. Tozier is about to start a newspaper in Chehalis, W. T.

—A movement is on foot to get up a steam engine contest on the Fourth; horse carts to run 200 yards, engines 100 yards, and throw water, and maybe one other contest—have a little fireman's tournament of our own as it were. It is probable the contest will be made. A grand ball in the evening is also among the probabilities.

—Those of the delegates who came down to the grand lodge I. O. G. T., yesterday afternoon, improved the opportunity a leisure afternoon afforded by chartering the Gen. Miles, and taking a trip down to the bar. The water was rough, a little too rough for some of them, but they enjoyed the homeward trip, and had a good time.

—At the Vancouver printer's picnic last Saturday, Jerry Coldwell, of the Oregonian, was awarded the prize for the most popular reporter. Carlisle, of the Polaris, was voted the most popular editor. Wm. Alexander, and G. R. Washburne removed the confectionery, the one for being the handsomest, and the other the most industrious printer.

—The annual session of the grand lodge of Oregon, I. O. G. T., begins in the Pythian hall in this city at ten o'clock this morning. Eighty-five delegates came down yesterday and an additional number are expected to-day. The order is evidently in a flourishing condition, and those of the delegates whom we have seen are evidently gentlemen and ladies of culture.

—Yesterday was a breezy day upon the water. Opposite the city the white caps broke in ceaseless flow upon the emerald crests of the waves, and down at the cape the wind blew great gusts from the west. The sky was cloudless and of that matchless violet hue, so admired by visitors. The sun shone warm in shady nooks. Along the water front the wind whistling in shrill treble among the rigging of the vessels.

Going Ahead

Mr. H. G. Hurlbut who is in charge of the Astoria railroad survey, was in the city yesterday. His party is now on the Fishhawk, about twenty miles south and east of the city. They expect to strike the Nehalem this week. Progress is slow for two reasons: the party makes a thorough survey of the country as they go, and are running the grade for the road bed on which the iron tie of civilization shall run. The character of the country they traverse is also totally incompatible with rapid progress. "I tell you," says Mr. Hurlbut, "it is a man of large experience, "it is a wonderful country for timber. Sometimes, however, when we have our instruments on our back, and are trying to make camp, we wish it wasn't quite so wonderful. You are going ahead as best you can, with a pathway sort of half way cleared of brush which stands as thick as hair on a dog's back, and here, right in the way, is a fallen monarch twelve feet through, blocking up the way you climb up, and it's like going up the roof of a house, and when you slide down the other side, there are a couple more such prostrate giants right ahead. True, you can get around them, but to slash and cut your way through two hundred feet of underbrush to get around is a little like that Yakima man I read about in your paper the other day who traveled up stream fifty miles to a ferry, and then walked down fifty miles on the other side to a point opposite where he started." The party is making a good showing. There is a splendid country for the road to go through, and the resources are practically inexhaustible. Mr. Hurlbut reports the grade on both sides of the summit to be one hundred feet to the mile. We shall next hear from them on the Nehalem.

It is the opinion of the writer that Mr. Hurlbut and his party can find a better grade than "a hundred feet to the mile" over the summit. The mountain is reported to be 1,100 feet high, and it certainly need not require such a grade to carry a road over a comparatively slight elevation.

Should be Attended to.

ASTORIA, JUNE 18, 1888.

Please inform us who attends to stale and ill smelling rotten salmon and sturgeon on the beach, and particularly at the corner of Main and Concomly street.

TAXPAYERS.

We believe the committee on health and police are the authorities who should abate the nuisance complained of. It is usual to hire a man whose duty is to keep the beach clean and free from the unpleasant sights and smells that at present assail the senses. Probably this will be a sufficient reminder.

Suicide.

The dead body of Henry Plath was found on the bank of Young's river last Sunday by one of his neighbors, and was buried yesterday morning. Some time ago he gave evidence of incipient insanity, and about the 10th of this month he left a note in his cabin, saying that he intended to drown himself. Nothing was seen of the unfortunate man until his remains were found. Under the circumstances Coroner Franklin did not consider it necessary to hold an inquest.

A. T. Brakke who for the past six years has been prominently identified with Columbia river causing interests, will leave for Seattle about the 1st of next month, at which point he intends going into business. Mr. Brakke managed W. T. Coleman & Co's Astoria business for nearly two years and will no doubt, be eminently successful in his new home. His contemplated business is one in which he had seven years eastern experience.

At the Main street wharf is a battered old photograph, the sight of which brings up a good many recollections in the minds of "old-timers" who see it. It is a picture of five bar pilots, Capt. J. G. Hustler, M. Rogers, A. Crosby, A. C. Farnsworth, and Chas. Edwards. It was taken in 1855, when the old pilot schooner California was the sole dependence of mariners who entered and departed from the Columbia river. The three latter have joined the silent majority; the first two are still among us hale and hearty.

A putative citizen whose name and nature are apparently contradictory, attracted considerable attention at the fire last Sunday morning by informing all and sundry that if they put a stream of water on the building he would sue them. He seems to have peculiar ideas about these matters. According to this, when a fire breaks out, and the town is threatened with fearful destruction, the fire companies must not stir a foot nor lift a finger in an attempt to put it out till the owner of the property is found, and his consent obtained.

Girl Wanted.

Immediately to take care of an infant. Enquire of A. V. Allen.

Attention Alert H. & L. No. 1.

The members of Alert Hook and Ladder Co. will meet in their hall at 8 o'clock p. m. on Wednesday. Important business. Come one, come all.

By order of F. E. ELBERSON, Foreman. C. BROWN, Sec'y.

Fashion in Hosiery.

"Fashion," says Wicked Clara Bell, "has turned a great many of us into blacklegs. Inky is the hue of the most fashionable hosiery. Rows of black stockings fairly put parts of the stores into mourning. The flop of a skirt discloses an ankle in silhouette against a background of white muslin. Even inarticulate observers are constant in making studies in black and white. And, truth to tell, these pictures are successes in outline drawings. They are true to the most attractive configurations of human anatomy, and, besides that, are instinct with life and motion. It is equal to a shadow pantomime to see an attractive girl raise her dress well out of the mud on the side toward the spectators and leave it down on the other, while she races for a street car. There you get the lively movements of her back thrown out sharply by her black stockings against the white dunity. That San Francisco photographer who made a hit by picturing the gait of a horse, is going to open a gallery here in New York, with the intention of bringing his row of cameras to bear upon all sorts of animals and things in motion. It struck me that the gait of a girl would be an interesting object for him to experiment on. Think of the infinite variety. Conceive the wide range from grace to awkwardness. Girls walk so differently, and run with such original individuality, that no two pictures would be alike. There are some who tread like queens, with straight ankles and toes turned out. There are others whose knees interfere and whose feet are lifted over each other at every step. Then what a field for that kind of photography the ballroom would afford. A quadrille would afford more curiosities of gait than all the trotting and running horses in the world, and as for the racket waltz my imagination fails and my pen is paralyzed by the bare suggestion."

Hotel Arrivals.

C. L. Lambert, W. S. Jones, Portland; R. B. Hood, Miss E. Hood, Miss D. M. French, R. B. Hood, Miss E. Lord, Miss A. Beasley, The Dalles; W. Wood, G. A. Welorung, Hillsboro; Mrs. Hoaxter, Mrs. Terwilliger, Forest Grove; T. J. Buford, C. H. Whitney, Corvallis; T. J. Graves, McCoy, G. H. Lambert, Miss C. Lambert, Miss E. M. Wait, Milwaukie; Mrs. Maynard, East Portland; T. Goodwin, Clatsop; N. A. Thompson, New Port; S. R. Stinson, Salem; S. S. Gimble, Zena; J. Brown, Dallas; J. L. Stout & wife Seaview; G. W. Forner, Walluku; P. F. Castleman, G. R. Hewitt, Mrs. M. Jones, Portland; J. R. Ladd & wife, La Grand; M. C. McKay, Pendleton.

PARKER HOUSE.

Miss Gillihan, Lewis and Clark; C. A. Shelbore, Salem; R. Downing, Sublimity; J. B. Leashman, Champoeg; W. W. Cathart, C. Vandervoort, Cottage Grove; A. Burke, Portland; W. Wood, A. H. Boscow, Hillsboro; M. Chambers, J. E. Knox, Albany; C. T. Tozier, Miss E. Jackson, Miss A. Jackson, Hillsboro; Mrs. C. A. Williams, Miss M. J. Heister, A. M. Allen, Dufur; J. W. Lyons, A. Forster, Forest Grove; A. Wahlers, G. Hendricks, Portland; J. Mucke, & son, St. Helens; F. A. People, H. Clutchie, Mrs. R. Prentzman, Mrs. D. M. Long, East Portland; B. R. Elliott, Atchison, Kan; Mrs. M. C. Chapman, Miss Chapman, Mrs. W. H. Hood, S. F.; J. H. Rodgers, S. F. Dodge, Portland; O. Harriman, Seattle; A. McGinnis, St. Paul; H. F. Wells, Portland; Mrs. A. Simons & 2 ch., Portland; W. Hoags & wf, S. F.; J. L. Veil, Olney; W. Brown & wf, Eureka, Nev.; W. Plymton, Westport; F. Prince, Portland; J. B. Deming, Canby; H. Murray Portland.

Yesterday's Passengers.

S. Hall, Miss Hall, L. Knapp, Mrs. Rogers, Miss Storer, A. McCrea, A. McGinnis, H. Keebler, Sam Harris, Messrs Plymton, Carter, Ford, Ross, and McGuire, Thos. McGee, Mrs. Polman, J. C. Caldwell, Rev. F. Dielman, Miss Gallagher, P. E. DeMille, C. H. Page, H. Pugh, Messrs Ross and Walsh.

Steamer Days.

Following is a resume of sailing dates for ocean steamers for June and July, steamers leaving Astoria and San Francisco every three days:

FROM ASTORIA (FROM SAN FRANCISCO) June 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, July 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, August 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, September 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, October 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, November 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, December 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, January 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, February 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 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