

# The Daily Astorian.

ASTORIA, OREGON:

SUNDAY, FEBRUARY 3, 1913

ISSUED EVERY MORNING.

J. F. HALLORAN & COMPANY,

PUBLISHERS AND PROPRIETORS.

ASTORIA BUILDING, - - - CASS STREET

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## Around the City.

The Columbia sailed yesterday afternoon.

The wind veered to the south yesterday and a dense fog floated in from the ocean.

The Grace church vestry meets to-morrow evening as usual.

Mrs. Martin, of Young's river, died last Friday, of consumption, aged 52 years.

The funeral will take place this afternoon.

Dean Blanchard has sold a half interest in his Rainer business to W. Muckle, of St. Helens, including the saw mill, steambath, store, pile-driver, etc.

There will be a meeting of the subscribers to the Clatsop road project at the court house at two o'clock next Friday afternoon.

Al. Holman, associate editor of the Oregonian, was among the passengers on yesterday's steamer on an extended San Francisco visit.

The Overland for February is a fine number. Not the least among the attractions is the attention it gives Oregon and the Northwest.

Future rehearsals of the Astoria Musical Society will be at the library of the Odd Fellows building. Prof. Cooke will be there this evening.

Calling the state political committee meetings in February would seem to mean early state conventions and a long campaign for the June election.

The T. O. Schaner arrived in from San Francisco yesterday afternoon. She has on board 2,413 sacks of barley and 1,915 boxes of tin plate for Astoria.

Rev. B. S. McLafferty who has been taking some recreation in the country, returned yesterday and will be in his pulpit to-day, morning and evening.

Occidental hall is to be enlarged and improved; the ceiling will be raised, the building lathed and plastered, a gallery constructed, and the acoustic properties so changed that the hall will compare favorably with any in the northwest.

Rev. J. V. Milligan, pastor of the Presbyterian church, will begin this evening a series of sermons based on a few of the prominent characters of the Old Testament scriptures. This evening the character of David will be considered.

The Astoria and Coast Transportation Company.

A meeting was held in Mayor Hume's office yesterday afternoon to take into consideration the formation of a joint stock company to build a steamer to ply between here and Gray's harbor, and transact a general freight and passenger business between the two ports.

It was decided to incorporate, the articles of incorporation to be substantially as follows:

"We, the undersigned, being desirous of forming a corporate body for the purpose hereinafter stated, to be incorporated under the laws of Oregon governing the same, do certify: First—That the corporate name of the company shall be 'The Astoria and Coast Transportation Company.' Second—The object for which the company is formed is to build and complete a steambath or steamboat or other vessel, or for the purchase or sale of any craft or machinery, or for the building of docks and warehouses, or acquiring the same by purchase. Also for the purpose of carrying passengers and freight, and for towing or any other legitimate business usual in the line of steamboating on the waters of the Columbia river from its mouth to Portland, Oregon, and of the Pacific ocean from Astoria to San Francisco, Cal., to the south, and from Astoria, Oregon, to Sitka, Alaska, on the north.

"The amount of the capital stock of the company shall be \$25,000, divided into 250 shares, of the par value of \$100 each, with liberty to be increased whenever it may be deemed necessary or desirable so to do.

"The duration of the company shall be fifty years. The number of directors of said company shall be five, and the principal place of business shall be Astoria, Oregon." Messrs. Hume, Hustler, Cooper, Fisher and others are the incorporators.

Yesterday afternoon \$14,000 of the required amount was subscribed by those gentlemen. The Washingtonian Packing company will take \$300, and the Aberdeen Packing Company \$1,000. Mr. Hume goes to Gray's harbor to-morrow to give residents there an opportunity to subscribe, as it is thought but just to give that end of the route an opportunity to own some of the stock.

In reference to this enterprise it is but necessary to append the following from the Chehalis Vindicator of January 31. Speaking of the project, that paper says: "Mr. Hume proposes, provided he can be assured of the success of the enterprise here and Portland, to build a steamer especially for the route, he having personal interests in the valley, to warrant him in doing this. If he can get the freightage of this section in addition to his own business. Should he build this vessel he will be of ample dimensions, and in every respect qualified for the wants of the trade, and also would be prepared to make trips whenever business demanded. Mr. Hume is a business man of known standing, and if he identifies himself with this enterprise, all interested in it may feel assured that it will prove a success. He will be here in about two weeks for the purpose of, if possible, closing the arrangements for putting on the steamer, and we feel confident that our people will not fail to favorably meet, and universally endorse his proposition, for it is entirely worthy of the most favorable reception."

The enterprise starts under the most favorable auspices and will doubtless prove a success. It is simply a question who secures the trade, Portland, or Astoria; as usual our seaport city is ahead.

**Pianos to Rent**

On easy terms at Adler's music store.

**Extra Quality of Coal Oil**

By the gallon, five gallon can or case, to be found at the Crocker store of Jordan & Booth.

**For a Neat Fitting Boot**

Dr. Shoo, go to P. J. Goodman, on Che-nam street, next door to I. W. Case. All goods of the best make and guaranteed quality. A full stock, new goods constantly arriving. Custom work.

**At the Empire Store**

You will find the finest lace and em-broideries of richest quality.

**Corsets and Underwear.**

All the latest makes and styles of cor-sets and ladies underwear at Fra-el Bros' Empire store.

**The delicious Crescent Creamery But-ter for sale at Wyck & Thompson's.**

## HERE, THERE AND ELSEWHERE.

The Enterprise sets the population of Washington county at 8,000.

The 430 whites and 32,000 Indians in Alaska are to have a government.

The Yews takes The Astorian's advice and drops in price to fifteen cents a week.

Seventeen hundred Chinamen employed on railroad work struck near Seattle last Friday.

Portland's streets are infested with beggars who "want ten cents to buy a cup of coffee."

There are 1,800 miners from the Gunnison county, Colorado, going in a body to the Coast d'Alene country.

The Oregon, which arrived at Astoria on Friday, had not made Portland at 2 o'clock yesterday morning.

By a vote of 181 yeas to 78 nays the house of representatives last Friday passed the bill for the relief of Fitz John Porter.

The Northern Pacific Company will shortly begin cutting at their foundry at Albina, the works now being nearly completed.

A man that can run a quarter of a mile and beat the fastest time on record, can be elected constable in the Palouse, W. T. precinct.

Those who claim to know say that work on the Boise branch of the Oregon Short Line will be commenced as soon as the right of way is obtained.

It is rumored that an unknown logger at Port Gamble is in training for Sullivan, thirsting for his gore and ready to knock him out on his arrival at Seattle.

Dick Holly wood says that Sullivan, on his return to New York from Oregon, will have to call on the challenge of Joe Pendergast to fight any man in the world for \$1,000 to \$2,500 a side.

E. E. Johnson, the Astoria agent of the Northern Pacific at Astoria, has been arrested on a charge of stealing a package containing \$12,754 in greenbacks sent by Ladd & Tilton from Portland to Astoria through the N. P. Express Company.

John Wentworth, an Indian, while cutting timber in Plumas county, Cal., the other day, was killed by a log rolling upon and crushing him. Next morning the dead man's squaw set fire to their cabin, and burned up everything that had belonged to him. This appears to be a custom with these Indians.

It is reported that negotiations are pending for the purchase of the Capitol Flouring Mills of Salem by the City of Salem Flouring Mills company, limited. A corporation has been created out of the latter company, with a capital of \$400,000 for that purpose. It is probable that negotiations will soon close and the transfer will follow.

The condition of things in northern Alaska is reported as alarming. Civilized Indians have armed against the authority of the church of England bishop, and refuse to receive the Indian agent, saying their land was never paid for, and that they will defend it at all hazards. At Kitla, heathen Indians de-molished the church.

The Corvallis Leader says: Probably the finest piece of horse flesh that ever trod on Oregon soil is expected to arrive in Corvallis on Tuesday. It is a fine black trotting stallion shipped direct from New York city by Col. T. Egerton Hogg, and is valued at \$15,000. The animal is seven years old, and it is said he is a perfect beauty, and when four years old trotted in 2:30.

The bill introduced by Delegate Branta of Washington Territory, to recognize the judicial system of the Territory, provides for the division of the Territory into four judicial districts, and the holding of a District Court in each district by one of the judges, and a term of the Supreme Court at least once in each year, and oftener if the Legislative As-ssembly shall so decide, but neither of the justices shall sit at the hearing of any cause in said Supreme Court which was heard or tried before him in such District Court, as judge thereof. An additional justice of the Supreme Court is also to be appointed.

**Yesterday's Meeting of Cannermen.**

Pursuant to call a meeting of the Columbia river cannermen was held in the court house yesterday morning. The meeting was called to order by J. W. Hume, and on motion C. Leineweber was elected chairman, and S. D. Adler secretary.

Twenty-three cannermen out of thirty-seven had representatives present, and after some desultory discussion the meeting adjourned to 7 o'clock p. m.

Upon reassembling about the same time the subject of the proposed reduction of the number of boats to be run on the river during the coming season, and the discussion took a wide range, and indi-cated various opinions on the part of those present. It was finally decided that all the cannermen allow their individual interests to be their guide in de-termining the extent of the proposed re-duction, and the meeting adjourned sine die. It seems to be the general under-standing that about two-thirds of the number run last year will be put in the water this season. This would place the number at 103, more or less.

**HOTEL ARRIVALS.**

**PARKER HOUSE.**

S Hall, Port A. L. Gamage, Hepar C Graham, W. T. Taorm W. Ward, Uvaco W. J. Harold, do F Carlson, Ft Can Latham, city E Peterson, do M C Hutchings, Ran E Saeley, Ft Wd J C Anderson, do C. W. Clark, Wadk Miss Corno Klank, E J Lewis Ft Stevens J W McCarthy, Ft L E Selig City P Miller City Ira Coe City

**OCCIDENT.**

F W Staehlan, Port J J McGinnis, Wpt J Strang, do O Smith, city F C Babin, do C R Waesler & wife, J Stephenson, do C Stokes, Knappa C Silverman do C C Young, city

**Notice.**

—Dinner at J. E. F. CHOP HOUSE every day from 4:30 to 8 o'clock. The best 25-cent meal in town: soup, fish, seven kinds of meats, vegetables, pie, pudding, etc. A glass of S. F. Beer, French Champagne or coffee included. All who have tried him say Jeff is the "BOSS."

**Fine Dress Goods.**

A splendid line of ladies dress goods is being displayed at the Empire store.

**WHAT! do you think that**

**JEFF OF THE CHOP HOUSE**

gives you a meal for nothing and a glass of something to drink? Not much! but he gives a better meal and more of it than any place in town for 25 cents. He buys by the wholesale and pays cash. "That settles it."

"Jeff" is the liveliest place in town.

—Roscoe Dixon's new eating house is now open. Everything has been fitted up in first-class style, and hi-well known reputation as a caterer assures all who like good things to eat, that at his place they can be accommodated.

—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 Oc-iden hotel, Astoria.

**Sick Headache, Pain in the Back and Limbs, Biliousness, Blisters, Boils and Eruptions cured by Wm. Funder-burg's Oregon Blood Purifier.**

Brace up the whole system with King of the Blood. See Advertisement.

## SPEED OF THE OLD CLIPPERS.

The clipper epoch was an epoch to be proud of. And we were proud of it. The New York newspapers abounded in such headlines, in large type, as these: "Quick-est Trip on Record," "Shortest passage to San Francisco," "Unparalleled Speed," "Quickest Voyage Yet," "A Clipper as a 'Clipper,'" "Extraordinary Dispatch," "The Quickest Voyage to China," "The Contest of the Clippers," "Great Passage from San Francisco," "Race Around the World." The clipper ship *Serpas*, built in East Boston by Mr. Hall, and owned by A. A. Low & Bros., having sailed to San Francisco in 96 days and 10 hours, the shortest time on record, W. H. Aspin-wall's *Sea Witch* had run the course in 97 days—a San Francisco journal said: "One of our most distinguished mer-chants made a bet with friends some-thing like this: 'The *Surprise* would make the passage in 96 days—just the time she has consumed to a day. Yes-terday morning, full of confidence, he mounted his horse and rode over to the north beach to get the first glimpse of the looked-for clipper. The fog, how-ever, was rather thick outside, and after looking while he turned back to town, but did not start at his own recollection before he heard that the *Surprise* had passed the Golden Gate, and by 11 o'clock Capt. Damareque was in his old friend's counting-room on Sansone street. She had brought 1,800 tons of cargo, which he estimated at a value of \$300,000. Her manifest is 25 feet long." Her greatest run was 24 miles in 24 hours, and she reeled her spinnaker out twice during the voyage in 16,000 miles. She soon left San Francisco for London, by way of Canton, and on reaching the English capital her receipts for freights had entirely paid her cost and running expenses, but she still had a clear profit of \$40,000. At Canton her freight for Lon-don was engaged at 25 a ton, while the English ships were taking freight at 25 and 24 a ton; and this was the second season that the preferences had been given to American ships at advanced rates, their shorter passages enabling shippers to receive prompt returns from their in-vestments and to save interest on ex-change to save interest on exchange. "If ships," said a Cal-ifornia newspaper, "can be built to make such trips as this, steamers for long pas-sages will be at a discount. California has done much toward the ex-periment of a new era in ship-building, when the heavy, clumsy models of past days have given away to the new and beautiful one of the *Surprise* and others of the same build." "The Californians," said a New York newspaper, "are in ecstasies over our clipper ships, which come and depart like so many winged Pegasus. There are now only six days to the Pacific, and ready to start for that portion of the world, as splendid vessels as the eye ever rested upon, and com-manded by men whose knowledge of their profession cannot be excelled, and each determined to do his utmost to be first in this clipper contest."

The whole country, indeed, was stirred by the beauty, the speed and the triumphs of the American clipper. The *Hougan*, Capt. Daniel McKenney, built by Brown & Bell for A. A. Low & Bros., made the trip from Shanghai to New York in 18.0 in 88 days, then the shortest ever made between these ports. The *Enterprise*, Capt. N. B. Palmer, owned by the same firm, sailed in one day in 1851, on her voyage home from Whampoa, China, 318 miles, or 114 miles an hour—a speed then greater than that claimed by any other clipper. For thirty days in suc-cession, from the 8th of November to the 7th of December, she averaged 224 miles a day, covering in that period 6,721 miles, or an average of 224 miles between China and New York. On another occasion, while going to Canton, she sailed 328 miles in one day. "Now sir," wrote one of her skippers, "I humbly submit if that is not a feat to boast of—that is not an achievement to entitle a ship to be classed among clippers?" On her return voyage she had the honor of reporting in New York the news of her arrival at Canton. The *Pacific Cloud*, 1,782 tons, built by Donald McKay of East Boston, commanded by Captain John P. Cooney, of Marblehead, went in 1851 to San Francisco from New York in 84 days—the fastest trip ever made by a sailing vessel, and 12 days shorter than that of the *Surprise*. Lieut. Maury, of the United States naval observatory at Wash-ington, reported that the greatest dis-tance "ever performed from noon to noon on the ocean was 4384 statute miles by the clipper ship *Flying Cloud* in her celebrated passage of 81 days from New York to San Francisco, when she was com-manded by Capt. McKenney. The *Northern Light*, of Boston left San Francisco on the 13th of May, 1853, and reached Boston the 29th of May following, thus sailing more than 16,000 miles in 47 days, an average of over 340 miles a day. Splendid is the record of the *Sovereign of the Seas*, com-manded by Capt. L. McKay, and built by his brother, Donald McKay. This noble vessel left New York for San Francisco in August, 1851, with freight, for carrying which she would receive \$84,000—a marvelous sum to-day—a barrel of flour on her arrival selling for \$44; and when of Valparaiso she was met by a dispatch vessel, and the message was delivered everything above the mastsheads of her fore and mainmasts being carried away, and proceeding on her way to California, reached her destination in 102 days from New York, in spite of the accident and detention—the best passage ever made at that season of the year. The picture of the *Sovereign of the Seas* has been a dis-tinct condition, which has been re-pro-duced for this article, was sketched at the time by one of her passengers, a clever boy of eight years, and afterwards "touched up" by an artist, and is pronounced by Cap-t. McKay to be an accurate and faithful delineation. Seventy feet of her fore-mast and mainmast are gone, and also four sails on each mast. Having dis-charged her cargo, the passenger saved, Honolulu, and loaded with oil for New York, which she reached in 82 days—a passage never equalled. For 10,000 miles she sailed without wearing or tak-ing, and in the end she made 3,200 miles. Loading again for Liverpool, she left on a Saturday, the 13th of June, 1852. On Sunday, the 26th, she was becalmed on the banks of New Foundland; but at midnight a breeze sprang up, and on the following Saturday at 5 o'clock p. m. she dropped anchor in the Mersey—another passage never equalled. She had sailed from the Coast to Liverpool in five days and a half; and from New York to Liverpool in the unprecedented time of 13 days and 19 hours. One day she sailed 340 miles; on the same day the Cunard steamer *Corda*, which had left Boston almost simultaneously with the *Sovereign of the Seas*, made only 36 miles. To-day, thirty years afterward, it is enlightening to read in the newspapers of that time the editorial articles on the splendid performance of that splendid ship. But her story is not told yet. On the 10th of May, 1853, Lieut. M. F. Maury reported to James C. Dobbin, sec-retary of the navy, that the clipper ship *Sovereign of the Seas*, 2,421 tons, on a voy-age from San Francisco, had made "the enormous run of 6,245 miles" in 22 days, a daily average of 283.9 miles, and that the greatest distance traversed from noon one day to the noon of the next day was 419 miles. After his illustrious perfor-mance on the ocean, Capt. McKay is now a shipping merchant in South street, New York city. His brother, Donald McKay, the builder, died sometime since in Bos-ton. For the meritorious work of rigging his vessel at sea, when dismantled off Val-paraiso, Capt. McKay was presented by Walter R. Jones, President of the At-lantic Mutual Insurance company, on behalf of the underwriters, with a mas-sive and costly silver dinner service.—G. W. Sheldon.

**See Dimmitt's Cough Balsam.**

J. M. Yantis, Sweet Springs, Mo., writes: "My wife has a bronchial and pulmonary affection for forty years and in that time has tried almost every-thing, but never found anything to give her the relief Dimmitt's Cough Balsam has." At W. E. Dement & Co's.

## Those Naughty Men.

A woman always wants to be a man. The absolute strain of having to keep pure and respectable is so great on a man that he never dreams of wanting to be a woman. There would be a nice row in the world if a man had to stand the same judgment as a woman, and suffer the same penalties for offenses against social rules. And yet I believe that if women had all the privileges of men they would decline to make use of one-half of them. If their curiosity were satisfied once their taste would rise against indulgence. I knew a lady who had a very great curi-osity to see a prize-fight. She had an opportunity once in the country to see a little bit from safe cover. She stood ex-actly five minutes of the preliminary and when the first blow was struck she said: "I like me home, at that is what men like I don't want to be a man."

After all, what is it—all this illicit en-joyment which men talk about? It is four-fourths shame. A man goes off to a little dinner at a restaurant with some jovial companions. He can have the same dinner with his wife or his lady friends. He drinks wine and indulges in conversation that his lady friends that has no pleasure whatever. He sometimes gets drunk and makes an ass of himself. The sober people have lots of fun with him. He goes home in a disgraceful con-dition, wakes up next morning with a "head" on him, swears at himself for having made a beast of himself, is haunted for a week with vague fears of what he may have done, and that he has an enormous bill to pay, and having for-gotten everything that occurred after the soup, loses his conscience and defends himself to his friends by declaring that he had a good time. All that he has enjoyed, all that he knows anything about, all that he himself believes creditable, he might have had at his own dinner-table in company with his wife and his friends. And he kicks because his wife is a little too temperate over hav-ing to get up and receive him in a limp bundle from a hackman, and put him to bed in the middle of the night.

I saw one evening a company of roys-ters trying to take one of their number, hopelessly drunk, home. They started, six of them, to carry him down stairs. He was wriggling and he finally worked himself out of his coat. He fell on the stairs, but they went on and carried the coast, with enormous effort, down half a dozen steps before they had found out that they had left the man behind. At last they got to the bottom and stood at the door, glow to get him in was the question. A happy thought struck them. One went round and opened the door on the street side and tried to drag him in. He would not go. Then they closed the door and two of them got into the back, tanking he would follow on their invita-tion to enter. He staggered to his feet, shook hands with them, said "Good night," and then he waved his hand to the driver with a drunken "All right," and then fell down in a heap on the sidewalk.

He said next day he had had a good time, but he did not remember anything of the evening's doings. He was in the morning. I don't believe any woman seriously wants to have that kind of privilege. There is simply an awful lot of humbug in this good-time business. In most cases it shows that a low state of a man's self-respect has got into and gives the woman an opportunity to de-vote some, which they would be better to exercise a little more freely. Temper, a woman does not care for, it gives him a reasonable excuse for his conduct and is a kind of expiation of his sins. But con-tempt for men can endure, and silent contempt is the most potent power a woman has. A woman always lets out her feelings and the man knows exactly where he stands. The quiet woman is always the master of the house.

There is an impression abroad that the club is a place of wisdom and excite-ment. Women are always crazy to know what men do in the club, especially in the evenings. I will tell them. A bach-lor makes his club his place for reading, writing and generally amusing himself. He goes up there when he has nothing to do. He reads four people playing whist, three at another table playing cards other than whist, and the fourth, who is down in an easy-chair, takes up a paper, throws it down, tries another with no more enjoyable result, yawns, swears to himself, looks out at the window, wonders what he will do with himself, looks at his watch, wishes to heaven he had some agreeable circle of home life to go into, and after losing himself for an hour, goes home to his room and goes to bed. There is an impression abroad that the club is a place of wisdom and excite-ment. Women are always crazy to know what men do in the club, especially in the evenings. I will tell them. A bach-lor makes his club his place for reading, writing and generally amusing himself. He goes up there when he has nothing to do. He reads four people playing whist, three at another table playing cards other than whist, and the fourth, who is down in an easy-chair, takes up a paper, throws it down, tries another with no more enjoyable result, yawns, swears to himself, looks out at the window, wonders what he will do with himself, looks at his watch, wishes to heaven he had some agreeable circle of home life to go into, and after losing himself for an hour, goes home to his room and goes to bed.

But suppose sometimes a man who can fill up quietly at the club, and no man cares about getting drunk at home. But suppose sometimes a man may meet with a merry party and have a good deal of fun, the best fun of a club can be indulged in at home by drawing around you the friends who are congenial, and it costs a great deal less money.—"Underdone" in S. F. Chronicle.

From childhood to age, all use St. Jacobs Oil for all kinds of bodily pains. It cures.

**Hosiery, Hosiery, Hosiery!**

The latest novelties in ladies and childrens hosiery at Prael Bros.

**Boats for Sale.**

Joe Leathers has two fine boats for sale at the boat shop, one block west of Hansen Bros' mill.

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

—For Dyspepsia and Liver Complaint, you have a printed guarantee on every bottle of Shilo's Vitalizer. If it never fails to cure. Sold by W. E. Dement.

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

—A Nasal Injector free with each bottle of Shilo's Catarrh Remedy. Price 50 cents. Sold by W. E. Dement.

—The Rev. Geo. H. Thayer, of Bour-bon, Ind., says: "Both myself and wife owe our lives to SHILO'S CONSTIPATION CURE." Sold by W. E. Dement.

—Will you suffer with Dyspepsia and Liver Complaint? Shilo's Vitalizer is guaranteed to cure you. Sold by W. E. Dement.

**FURNISHED ROOMS TO LET.**

AT MRS. GEO. HILLEK'S, NEXT DOOR TO Wes-on Hotel.

**Check No. 331. DRAWN BY THE**

undersigned on L. W. Case, banker, Astoria, Ore., payable to order of S. A. Mason & Co., to the amount of \$20.00, having been lost it appears, all parties are cautioned against negotiating for said check, as payment of its face value has been stored and no val-ue attaches to said check, unless presented by said S. A. Mason & Co., or their order, properly endorsed thereon.

J. W. HUME.

Astoria, Oregon, January 25, 1913.

**NOTICE.**

STATE AND COUNTY TAXES ARE NOW due and payable at my office.

A. A. TWOMBLY.

u Sheriff Clatsop Co.

## FEBRUARY

FOURTEENTH!

VALENTINES

VALENTINES

Comic Valentines!

Sentimental

Valentines!

VALENTINES!

OF EVERY

SIZE, SHAPE, QUALITY,

STYLE OR PRICE,

AT

Carl Adler's

Crystal Palace.

THE LATEST STYLES

IN

WALL PAPER

AT

B. B. FRANKLIN'S,

NEXT DOOR TO ASTORIAN OFFICE.

A very large stock from which to select. Window curtains made to order.

My patent trimmer to cut Wall Paper will be found convenient to my patrons.

**FRESH CANDY**

AT THE

ASTORIA CANDY FACTORY

Patronize Home Manufacture.

All my CANDIES are of the

FINEST QUALITY.

A full assortment

**NUTS, FOREIGN FRUITS, ETC.**

JOHN F. CLARSEN.

**ASTORIA LIQUOR STORE,**

AUG. DANIELSON, Proprietor.

Rebuilt and Refitted Throughout.

The Best of

WINES, LIQUORS, AND CIGARS

For a Good Cigar, call for one of

"Danielson's Best."